

T&E COMMITTEE #1  
April 22, 2010

**MEMORANDUM**

April 20, 2010

TO: Transportation, Infrastructure, Energy & Environment Committee

FROM: ~~So~~ Glenn Orlin, Deputy Council Staff Director

SUBJECT: FY11-16 CIP: Advanced Transportation Management System, Resurfacing: Residential/Rural Roads, and Parking Lot District projects;  
FY11 Operating Budget: Parking Lot District Funds, Mass Transit Fund; and Rockville Parking District NDA

Those anticipated to attend this worksession include:

Arthur Holmes, Jr., Director, Department of Transportation (DOT)  
Edgar Gonzalez, Deputy Director for Transportation Policy, DOT  
Al Roshdieh, Deputy Director, DOT  
Carolyn Biggins, Chief, Division of Transit Services, DOT  
Steve Nash, Chief, Division of Parking Management, DOT  
Bill Selby, Chief, Management Services, DOT  
Holger Serrano, Engineering Services Specialist, Division of Transportation Engineering, DOT  
Sogand Seirafi, Chief, Design Section, Division of Transportation Engineering, DOT  
Phil McLaughlin, Manager of Operations Planning, Division of Transit Services, DOT  
Sandra Brecher, Chief, Commuter Services Section, Division of Transit Services, DOT  
Rick Siebert, Chief, Management Services & Property Development Section, Division of Parking Management, DOT  
Brady Goldsmith, Alison Dollar, and Amy Wilson, Budget Analysts, OMB

**I. FY11-16 Capital Improvements Program: remaining projects**

**Council staff concurs with the Executive on all of the projects, as described below.**

**1. Advanced Transportation Management System (©1-2).** The Executive is recommending adding \$700,000 (\$350,000 each in FY11 and FY12) from a State grant. The funds would deploy real-time arrival information at several kiosks in FY11, including Lakeforest Mall, the Executive Office Building, Montgomery Mall, White Flint Mall, and (under a different PDF) the Silver Spring Transit Center, and many more in FY12.

2. **Resurfacing: Residential/Rural Roads** (©3). This PDF for the FY11-16 CIP matches that recommended as an FY09-14 CIP amendment by the Executive, for which the Committee has already recommended approval.

3. **Facility Planning: Parking** (©4). The Executive's recommended funding level of \$225,000 annually is the general level of effort for this project.

4. **Parking Bethesda Facility Renovations** (©6). This project is for the design and construction of major renovations to the Bethesda PLD's lots and garages. The base level of effort for this project is \$500,000 annually, which is usually supplemented in the earlier years with larger renovations. For this CIP the Executive is recommending \$1,683,000 more than the base level, mostly in FY11. About half of this increment is for significant rehabilitation to the pedestrian bridge over Old Georgetown Road (a.k.a. the "inverted shopping cart") connecting the Metropolitan Building and Garage 49 with the residential and office development above the Safeway on the east side. A detailed assessment of the bridge has experienced corrosion and the need for near-term structural repair.

5. **Bethesda Lot 31 Garage** (©7). This \$88.8 million project is unchanged in scope and cost, but its schedule has been delayed a little longer than a year. Instead of being completed by the end of FY12 (as shown in the Approved CIP) it is now expected to be open in early FY14.

6. **Parking Silver Spring Facility Renovations** (©9). This project is for the design and construction of major renovations to the Silver Spring PLD's lots and garages. The base level of effort for this project is \$2,610,000 annually, which is usually supplemented in the earlier years with larger renovations. The Recommended CIP represents slippage and a higher cost for the replacement of the concrete decks in Garage 21 at Colesville Road and Fenton Street. A significant sign regarding the improving health of the Silver Spring PLD is that about \$12.9 million of the work would be funded by revenue bonds, the first issued by the PLD is more than a decade.

7. **Silver Spring Lot 3 Parking Garage** (©10). A 152-space public garage will be built in the block between Fenton Street, Thayer Avenue, Georgia Avenue, and Silver Spring Avenue by a developer according to a General Development Agreement. Earlier this year the Council approved the abandonment of some alley rights-of-way to allow this garage to proceed. The Executive is recommending programming \$240,000 for design review and construction supervision.

8. **Silver Spring Lot 16 Parking Garage** (©11). A 160-space public garage will be built on Lot 16 between King Street and 13<sup>th</sup> Street in South Silver Spring by a developer as part of a General Development Agreement. The garage will be part of a larger garage that will accommodate the parking needs of the Galaxy development as well as these public spaces. On March 9 the Council approved this project as an amendment to the FY09-14 CIP; this PDF reflects the same scope, cost, and schedule for the FY11-16 CIP.

9. **Parking Wheaton Facility Renovations** (©13). The Executive is recommending maintaining the same \$112,000 annual level of effort as in the Approved CIP for the construction and supervision of Garage 45 and the lots in the Wheaton PLD.

## II. FY11 Operating Budget: Parking Lot District Funds

*Note: Council staff's recommendations regarding the PLD budget, parking fees and fines will be presented at a subsequent worksession, once the public hearing testimony on fees and fines has been received and the Executive's final recommendations for the FY11 budget are known.*

**Overview.** The Executive's recommendations for the Parking Lot District (PLD) Funds are attached on ©14-27. The budget approved last May for FY10 for the transportation programs in the General Fund was \$23,405,440. Since then, reductions totaling \$596,420 were taken in the two Savings Plans:

	Savings Plan #1	Savings Plan #2	Total Reduction
Reduce painting	-\$124,440	-\$5,000	-\$129,440
Reduce contract janitorial services	-\$171,460	-\$51,920	-\$223,380
Reduce contract litter collection	-\$1,750		-\$1,750
Close Garage 21 during renovations	-\$53,430		-\$53,430
Reduce contract grounds maintenance		-\$31,910	-\$31,910
Reduce printing and mail		-\$12,610	-\$12,610
Lapse Meter Shop Supervisor		-\$51,480	-\$51,480
Lapse Planning Specialist III		-\$56,210	-\$56,210
Replacing Public Service Worker II		-\$22,330	-\$22,330
Eliminate travel, education, membership dues		-\$13,880	-\$13,880
<b>Total reduction, PLD Funds</b>	<b>-\$351,080</b>	<b>-\$245,340</b>	<b>-\$596,420</b>

For FY11, the Executive recommends total expenditures of \$25,141,180 for the transportation programs in the General Fund, a \$1,735,740 (7.4%) increase from the FY10 approved budget. Virtually all the Savings Plan cuts would be sustained through FY11.

Operating budget workyears would drop by 5.1 wys (-10.0%), to 45.8 wys, but of this amount only one filled, part-time position would be abolished: a half-time Meter Mechanic. The other 4.6-wy reduction reflects: 1.9 wys from the planned furloughs, 0.5 wys from lapsing an unfilled Meter Shop Supervisor, and 2.2 wys from eliminating County Police overtime for security.

**Security.** The Executive's recommended expenditure changes are on ©19-21. Other than continuing most of the Savings Plan cuts through FY11, the most notable proposed change is in parking facility security, for which County Police overtime in Bethesda and Silver Spring and Park Police overtime in Wheaton would be replaced with additional contract guards, saving a net \$212,250. Currently 1,700 hours of security is provided by County Police overtime in Bethesda and Silver Spring, comprising 6.5% and 3.7% of the complements, respectively. In Wheaton, 1,958 hours of security is provided by Park Police overtime, comprising 23.4% of the complement. The Executive's proposal would replace every hour of security provided by a sworn officer with a contract security guard; the total annual hours of security would remain unchanged. A chart showing these changes in detail is on ©28.

**Cell phone pilot.** The Council approved funds in FY10 for a pay-by-cell phone pilot program for the Elm Street Garage, Lot 31, and the nearby on-street meters in Bethesda Row. DOT has found the program to be a success and will be rolling it out for all four PLDs and the North Bethesda TMD during FY11. DOT's description of the pilot and how the program works is on ©29-30.

**Expanding areas for parking charges.** Issues regarding parking fees, charging hours, and parking fines will be discussed at a subsequent worksession, once the public hearing testimony has been received and the Executive's final recommendations for the FY11 budget are known. However, the County is urged to explore opportunities to expand paid parking elsewhere in Montgomery County. The County Government already has authority to install meters on any street, lot, or garage owned by the County. Parking charges are not only an untapped source of revenue, they are also present an incentive for transit and ridesharing. The cost of acquiring and installing meters is modest and can be recouped relatively quickly once implemented. The ongoing costs of collection and enforcement are not insignificant, so meters should be installed only where there is already demonstrated use. **Council staff recommends that DOT be directed head a working group in early FY11 to identify those commercial areas where metered parking would be viable, with the objective of installing meters and charging for parking in such areas by the spring of 2011.**

### III. FY11 Operating Budget: Mass Transit Fund

**Note:** Council staff's recommendations regarding the Mass Transit Fund budget and fares will be presented at a subsequent worksession, once the public hearing testimony on fares has been received and the Executive's final recommendations for the FY11 budget are known.

**Overview.** The Executive's recommendations for the Mass Transit Fund are attached on ©31-37. The budget approved last May for FY10 for the transportation programs in the General Fund was \$108,457,800. Since then, reductions totaling \$1,440,750 were taken in the two Savings Plans, and \$588,370 in revenue was raised:

Savings Plan Reductions	Savings Plan #1	Savings Plan #2	Total Reduction
Lapse Information Technology Specialist	-\$50,000		-\$50,000
Delay start of Mystery Rider Program to January	-\$75,000		-\$75,000
Reduce contract litter collection	-\$1,750		-\$1,750
Reduce printing of bus shelter maps	-\$34,310		-\$34,310
Suspend countywide Fare Share Program	-\$79,000		-\$79,000
Suspend Wheaton Super Fare Share Program	-\$1,270		-\$1,270
Suspend Friendship Heights Super Fare Share	-\$55,000	-\$36,000	-\$91,000
Suspend North Bethesda Super Fare Share	-\$49,000	-\$80,000	-\$129,000
Suspend Silver Spring Super Fare Share		-\$62,500	-\$62,500
Decrease GET-IN operating costs		-\$68,000	-\$68,000
Reduce park & ride lot cleaning		-\$20,590	-\$20,590
Decrease TAP and Bethesda Transp. Solutions		-\$495,000	-\$495,000
Reduce Call 'N Ride to 3 books every 2 months		-\$333,330	-\$333,330
<b>Total reduction, Mass Transit Fund</b>	<b>-\$345,330</b>	<b>-\$1,095,420</b>	<b>-\$1,440,750</b>

The following revenue was added in the two Savings Plans:

<b>Added Revenue</b>	<b>Savings Plan #1</b>	<b>Savings Plan #2</b>	<b>Total Reduction</b>
Raise monthly pass from \$25 to \$30	+\$87,500		+\$87,500
Reduce Call 'N Ride to 3 books every 2 months		+\$34,170	+\$34,170
Increase Ride On fares		+\$205,000	+\$205,000
Raise parking fines, assign full increase to MTF		+\$261,700	+\$261,700
<b>Total added revenue, Mass Transit Fund</b>	<b>+\$87,500</b>	<b>+\$500,870</b>	<b>+\$588,370</b>

For FY11, the Executive recommends total expenditures of \$101,051,430 for the transportation programs in the General Fund, a \$7,406,370 (6.8%) decrease from the FY10 approved budget. Virtually all the Savings Plan cuts would be sustained through FY11.

Operating budget workyears would drop by 65.6 wys (-7.7%), to 789.1 wys. Most of this reduction is due to proposed cuts in Ride On service (30.0 wys for Bus Operators), and to furloughs across the Division of Transit Services (29.5 wys). The other 6.1 wys reduced are associated with: conclusion of funds for the transit security grant (-2.4 wys of overtime), net shifts to the MC311 project (-2.0 wys), and miscellaneous technical adjustments (-1.7 wys).

**Major proposed changes.** The Executive's recommended changes with service impacts are on ©36. The most notable proposed changes would:

- *Reduce Ride On service* (-\$2,683,900). The Executive is recommending the same service cuts that he recommended as part of his revised Savings Plan #2: eliminating 3 weekday routes, 10 Saturday routes, and 5 Sunday routes; shortening and/or running less frequently on 5 weekday routes; eliminating midday service on one route; and reducing late evening service on 7 weekday routes, 4 Saturday routes, and 2 Sunday routes. The details of the routes to be eliminated or reduced are on ©38. Because these routes were the subject of DOT's public hearing in February, no further hearing is required. The Council has received much testimony and correspondence asking that service not be cut.

All together, service would be reduced by about 4.3% across the system. Ride On has experienced more than a 3% drop in ridership this year; DOT expects it to rebound by 3% next year even with these cuts. However, if there were no cuts there would be yet another 500,000 annual riders, generating a net 5% increase.

It is too late for service cuts to be restructured in a different way without delaying the implementation beyond the beginning of July. Therefore, at this stage the only realistic choices for the Council are either to concur with the Executive, or to add back some or all of the service proposed to be cut. The Executive's cuts also reduce revenue by \$256,370, so the amount net funds needed to restore all the service would be \$2,427,530.

- *Reduce Call 'N Ride to one book per month* (-\$1,774,620). The Executive is again recommending limiting the sale of Call 'N Ride taxi vouchers to one \$60 book per month. Through February 2010 clients could buy up to 2 books per month—and 95% did. But when the

Executive recommended cutting sales back to one book/month starting in March, the Council found funds to continue to allow the sale of 2 books every other month through the end of FY10.

The Coalition for a Competitive Taxicab Industry (CCTI) has raised significant concerns about this cut (©39-40). Beyond the impact on the poor elderly and disabled, CCTI maintains that Call 'N Ride customers comprise 12% of their drivers' gross income, which means that cutting nearly half the coupon books sold could reduce their gross income by 6%. As CCTI points out, the cut could significantly damage the taxi business, which would affect all residents. DOT reports that in FY09 about 6.3% of all taxi trips were for Call 'N Ride, but that the average Call 'N Ride fare was \$29.83, compared to \$17.27 for all other taxi trips. This corroborates CCTI's estimate.

The more pressing concern is the impact on the participants themselves. Throughout the downturn of the past two years the Executive and Council have consistently placed the highest priority on preserving the safety net of services for the most vulnerable; this program is vital for the poor elderly and disabled. A \$60 book of coupons may suffice for a few short trips during a month, but oftentimes clients will save up coupons for longer trips to doctor's offices or other destinations that are beyond their neighborhood. (The coupons are good for 18 months after issuance.)

To restore the status quo—3 books every 2 months—requires an additional appropriation of \$887,310, plus \$2,470 for voucher printing costs, for a total of \$889,710. However, this would be offset a bit with payments from Call 'N Ride customers: \$102,500. Therefore, the net amount needed to reach the status quo would be \$787,210.

- *Change Ride On service to lesser schedules on three holidays (-\$176,430).* Regular Ride On service is currently provided on Veterans Day, Martin Luther King's Birthday, and Presidents' Day. WMATA's budget is considering lesser service on these three days, and the Executive's recommendation assumes the approval of WMATA's proposal and Ride On matching it. Holiday service would be more frequent than on Saturdays but less frequent than on weekdays.

Most of the other cuts recommended by the Executive are compensation-based (e.g., reductions due to furloughs, additions due to retirement and group insurance adjustments), and continuing to suspend the countywide Fare Share Program and the North Bethesda, Friendship Heights, and Wheaton Super Fare Share Programs. The Executive would retain the funding from the Bethesda and Silver Spring Super Fare Share Programs, but use it for a new Metro/Ride On commuter pass that would be piloted. The Division of Transit Services will give a short briefing on what is planned.

**Bus cost allocation.** Several years ago the Council hired an independent consultant to develop a means of comparing Ride On and Metrobus costs so that the Council could follow how they tracked from year to year. Ride On costs have usually been lower than those of Metrobus.

Following the directives from the consultant, DOT calculated the recommended partially allocated cost of Ride On for FY11 to be \$81.62/hour, compared to \$83.50/hour in FY10. This is the rate that should be used in deciding whether it would be more cost effective to add Ride On or Metrobus service. The corresponding partially-allocated rate for Metrobus is \$102.41/hour, the same as in FY10. Therefore, at the margin, it is still generally more cost-effective for the County to add Ride On service

rather than Metrobus service. DOT has provided a more detailed breakdown of the \$81.62/hour partially allocated and \$95.51/hour fully allocated costs (©41).

***Transportation Management Districts (TMDs).*** Two of the four active TMDs are operated by not-for-profit organizations: North Bethesda by the Transportation Action Partnership and Bethesda by Bethesda Transportation Solutions, a subsidiary of the Bethesda Urban Partnership. These organizations operate under year-to-year contracts with the County. The budgets of TAP and BTS are recommended to absorb a 10% reduction during FY11. The Silver Spring and Friendship Heights TMDs are operated by DOT staff.

Earlier this year Committee members expressed the interest in consolidating the functions of TAP and BTS under one organization. Another possibility is not to contract this work out at all, and have it performed by DOT, which would allow resources to be moved more freely among the four TMDs—and probably a fifth, since the Shady Grove TMD will likely go into operation by FY12 to meet the requirements of the Great Seneca Science Corridor Master Plan’s staging plan. **Council staff recommends that the Council urge the Executive to have a restructuring recommendation ready for the FY12 budget.**

#### **IV. FY11 Operating Budget: Rockville Parking District NDA**

The Executive is recommending \$524,930 for this non-departmental account (©42-43) which would pay for four categories of costs associated with parking in the Rockville core:

1. There is an annual payment in lieu of taxes to share in the overall expenses of the Parking District, which for FY10 is \$130,000, the same as in each of the last few years. The amount could change in future years, however.
2. There is an annual payment of \$180,000 as the County’s share in the repayment of outstanding debt for the garages in the Parking District. This commitment will continue for the life of the 30-year bonds issued by the City to fund construction of the garages.
3. There is a reimbursement due to the Parking District for revenue lost due to free parking being provided for Rockville Library employees. The estimate of revenue lost in FY11 is \$71,390, the same as in FY10.
4. There is also a reimbursement due to the Parking District for revenue lost due to free parking being provided to Rockville Library patrons. The estimate of revenue lost is \$143,540, the same as in FY10, but up from \$84,000 that was estimated for FY09. For a library patron, the routine is: park in a garage, note the number of the space, and go to the pay station in the library, enter the space number, and get a receipt displaying when the 2 free hours of parking would expire.

The FY10 estimate of \$143,540 for library patron reimbursements is 71% higher than the Executive’s recommendation for the FY09 budget. There are two reasons for this increase: the higher-than-expected use of the pay station and the possible extension of parking charges to weekday evenings and Saturdays.

Given these increases, the Council should once again consider its policy of providing free parking for library patrons in locations where parking is charged. Citizens are accustomed to paying for

parking in urban centers, whether they are shopping, visiting their doctor's office, or attending a daytime Planning Board hearing in Silver Spring, a meeting at their Regional Service Center in Silver Spring, Bethesda, or Wheaton, or even a daytime hearing or worksession of their County Council (after the first hour, which is free). This would require revisiting the Council's resolution, which should not occur until this summer, after the conclusion of current budget deliberations. In the meantime the Council should only budget those funds which are certain to be needed.

**Council staff recommendation: Approve at this time a budget of \$381,390 for this NDA, a \$143,540 reduction in operating expense from the Executive's recommendation.** The \$381,390 would include the \$130,000 payment in lieu of taxes, the \$180,000 annual payment for outstanding debt, and \$71,390 for the employee parking reimbursement. In early FY11 the Council should confirm or repeal the free parking policy; if the current policy is affirmed, the Council should entertain a supplemental appropriation to fund the balance needed to meet its financial commitment to the City.

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# Advanced Transportation Management System -- No. 509399

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Traffic Improvements  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 24, 2010  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	7,797	6,762	21	1,014	169	169	169	169	169	169	0
Land	1	1	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	34,929	23,972	2,971	7,986	1,331	1,331	1,331	1,331	1,331	1,331	0
Construction	53	53	0	0	0	0	0	0	0	0	0
Other	7,094	6,394	0	700	350	350	0	0	0	0	0
<b>Total</b>	<b>49,874</b>	<b>37,182</b>	<b>2,992</b>	<b>9,700</b>	<b>1,850</b>	<b>1,850</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Cable TV	2,241	2,241	0	0	0	0	0	0	0	0	0
Contributions	95	95	0	0	0	0	0	0	0	0	0
Current Revenue: General	17,814	7,814	1,000	9,000	1,500	1,500	1,500	1,500	1,500	1,500	0
Federal Aid	2,968	2,769	199	0	0	0	0	0	0	0	0
G.O. Bonds	8,396	8,396	0	0	0	0	0	0	0	0	0
Mass Transit Fund	6,064	6,064	0	0	0	0	0	0	0	0	0
PAYGO	2,226	2,226	0	0	0	0	0	0	0	0	0
State Aid	9,570	7,077	1,793	700	350	350	0	0	0	0	0
Transportation Improvement Credit	500	500	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>49,874</b>	<b>37,182</b>	<b>2,992</b>	<b>9,700</b>	<b>1,850</b>	<b>1,850</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				825	75	100	125	150	175	200
Energy				165	15	20	25	30	35	40
Program-Staff				750	50	100	100	150	150	200
Program-Other				54	6	6	9	9	12	12
<b>Net Impact</b>				<b>1,794</b>	<b>146</b>	<b>226</b>	<b>259</b>	<b>339</b>	<b>372</b>	<b>452</b>
WorkYears					1.0	2.0	2.0	3.0	3.0	3.0

### DESCRIPTION

This project provides for Advanced Transportation Management Systems (ATMS) in the County. The ATMS deploys the infrastructure elements to conduct real-time management and operations of the County's transportation system. Twenty-two National Intelligent Transportation Architecture market packages have been identified for deployment of the ATMS. Each of these market packages is considered a subsystem of the ATMS program and may include several elements. These subsystems are identified in the ATMS Strategic Deployment Plan dated February 2001 and revised July 2009. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected technologies and ensuring Americans with Disabilities Act (ADA) compliance.

### COST CHANGE

Increase due to State grant of \$700,000, that will fund the communication infrastructure, web application, and deployment of the Signs of the Times/Information Kiosks and the addition of FY15-16 to this ongoing level of effort project, offset by other adjustments for fiscal capacity. The \$269,000 Federal Earmark was recalled by Congress, requiring a reduction in expenditures and appropriation for FY08-09.

### JUSTIFICATION

ATMS provides real-time monitoring, control, and traveler information in an effort to reduce traffic congestion and travel time, improve safety, and defer the need to construct new roads. ATMS emphasizes safety and efficiency of mobility to include mode, route, and travel time choices. ATMS supports public safety and directly impacts the movement of people and goods throughout the County's transportation system.

### OTHER

This project includes the replacement of the Ride-On Computer Aided Dispatch (CAD) / Automatic Vehicle Locator (AVL) system and on-bus hardware (including radios). The replacement is based on a comprehensive evaluation completed in May 2005 and will provide improved safety and security, more reliable service, better informed scheduling, and a platform for real-time customer information.

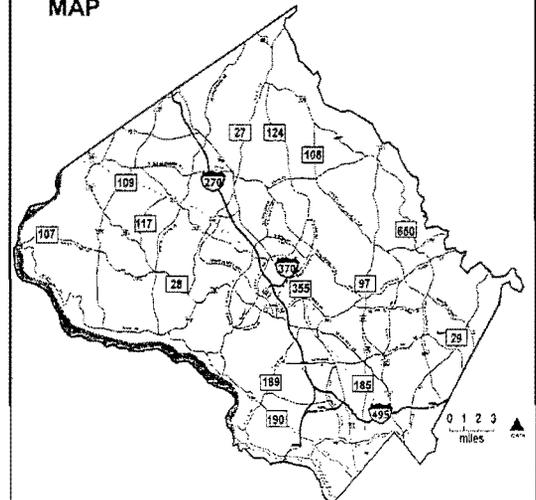
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
First Cost Estimate		
Current Scope	FY11	49,874
Last FY's Cost Estimate		46,793
Appropriation Request	FY11	1,231
Appropriation Request Est.	FY12	1,850
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		40,793
Expenditures / Encumbrances		39,058
Unencumbered Balance		1,735
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

### COORDINATION

Developers  
Department of Technology Services  
Department of Police  
Federal Transit Administration (FTA)  
Federal Highway Administration (FHWA)  
Fibernet  
Maryland State Highway Administration  
Virginia Department of Transportation  
Other Local Governments  
Other Private Entities  
Traffic Signals project  
Traffic Signal System Modernization Project  
Montgomery County Pedestrian Safety Advisory Committee  
Citizen's Advisory Boards  
Montgomery County Planning Board

### MAP



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## Advanced Transportation Management System -- No. 509399 (continued)

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### OTHER DISCLOSURES

- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.
- \* Expenditures will continue indefinitely.

# Resurfacing: Residential/Rural Roads -- No. 500511

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Highway Maintenance  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 24, 2010  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	5,938	37	1,926	3,975	225	750	750	750	750	750	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	46,353	12,940	10,888	22,525	1,275	4,250	4,250	4,250	4,250	4,250	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>52,291</b>	<b>12,977</b>	<b>12,814</b>	<b>26,500</b>	<b>1,500</b>	<b>5,000</b>	<b>5,000</b>	<b>5,000</b>	<b>5,000</b>	<b>5,000</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	333	309	24	0	0	0	0	0	0	0	0
G.O. Bonds	50,341	11,051	12,790	26,500	1,500	5,000	5,000	5,000	5,000	5,000	0
PAYGO	1,617	1,617	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>52,291</b>	<b>12,977</b>	<b>12,814</b>	<b>26,500</b>	<b>1,500</b>	<b>5,000</b>	<b>5,000</b>	<b>5,000</b>	<b>5,000</b>	<b>5,000</b>	<b>0</b>

### DESCRIPTION

This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long-term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 3,940 lane miles of rural and residential roads. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress.

### COST CHANGE

Increase due to addition of FY15-16 to this ongoing level of effort project less reallocation of one million per year (FY11-14) from this project to Permanent Patching: Residential/Rural Roads CIP# 501106.

### JUSTIFICATION

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings; types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and recommending annual budgets for a systematic approach to maintaining a healthy residential pavement inventory.

The latest survey indicated that 2,271 lane miles of roadway (fifty-five percent) require significant levels of rehabilitation.

Physical condition inspections of residential pavements will occur on a 2-year cycle.

### OTHER

The design and planning stages, as well as project construction, will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State and Highway Officials (AASHTO), and American with Disabilities Act (ADA). Rural/residential road mileage has been adjusted to conform with the State inventory of road mileage maintained by the State Highway Administration (SHA). This inventory is updated annually. Expenditures will continue indefinitely.

### FISCAL NOTE

FY10 Supplemental: FY11 expenditures of two million accelerated by FY10 supplemental request; addition of second FY10 supplemental request of \$3.5 million.

### OTHER DISCLOSURES

- \* Expenditures will continue indefinitely.

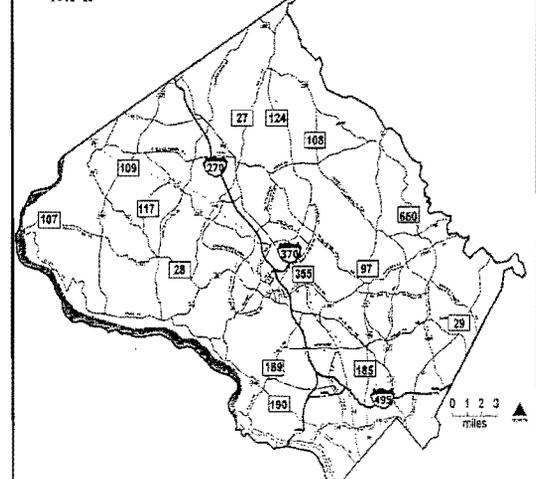
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
First Cost Estimate	FY11	52,291
Current Scope		
Last FY's Cost Estimate		46,291
Appropriation Request	FY11	1,500
Appropriation Request Est.	FY12	5,000
Supplemental Appropriation Request		3,500
Transfer		0
Cumulative Appropriation		19,291
Expenditures / Encumbrances		16,786
Unencumbered Balance		2,505
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

### COORDINATION

Washington Suburban Sanitary Commission  
Washington Gas Light Company  
PEPCO  
Cable TV  
Verizon  
United States Post Office

### MAP



# Facility Planning: Parking -- No. 509525

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Parking  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 06, 2010  
No  
None.  
On-going

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	3,986	2,073	563	1,350	225	225	225	225	225	225	0
Land	14	14	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	32	32	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	181	181	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,213</b>	<b>2,300</b>	<b>563</b>	<b>1,350</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Bethesda	1,665	961	164	540	90	90	90	90	90	90	0
Current Revenue: Parking - Silver Spring	1,931	1,130	261	540	90	90	90	90	90	90	0
Current Revenue: Parking - Wheaton	617	209	138	270	45	45	45	45	45	45	0
<b>Total</b>	<b>4,213</b>	<b>2,300</b>	<b>563</b>	<b>1,350</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>0</b>

#### DESCRIPTION

This project provides for parking facility planning studies for a variety of projects under consideration for possible inclusion in the CIP. Facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, the Department of Transportation (DOT) will develop a Parking Facility Project Requirements (PFPR) that outlines the general and specific features required for the project. Facility planning is a decision-making process to determine the purpose and need of a candidate project through a rigorous investigation of the following critical project elements: usage forecasts; economic, social, environmental, and historic impact analysis; public participation; investigation of non-County sources of funding; and detailed project cost estimates. Facility planning represents planning and preliminary design and develops a PFPR in advance of full programming of a project in the CIP. Depending upon results of a facility planning determination of purpose and need, a project may or may not proceed to construction. For a full description of the facility planning process, see the CIP Planning Section in Volume I.

#### COST CHANGE

Increase due to addition of FY15 and FY16 to this ongoing project.

#### JUSTIFICATION

There is a continuing need to study and evaluate the public and private parking supply and demand in order to ensure an adequate amount of parking. The timing and magnitude of such studies is usually dictated by the interests of private developers. Facility planning costs for projects which ultimately become stand-alone projects are included here. These costs will not be reflected in the resulting individual project.

#### OTHER

Projects are generated by staff, M-NCPPC, public agencies, citizens, developers, etc. Analysis conducted under this project may be accomplished by consultants or in-house staff, with the cooperation of M-NCPPC, other County agencies, WMATA, or private development interests.

#### OTHER DISCLOSURES

- \* Expenditures will continue indefinitely.

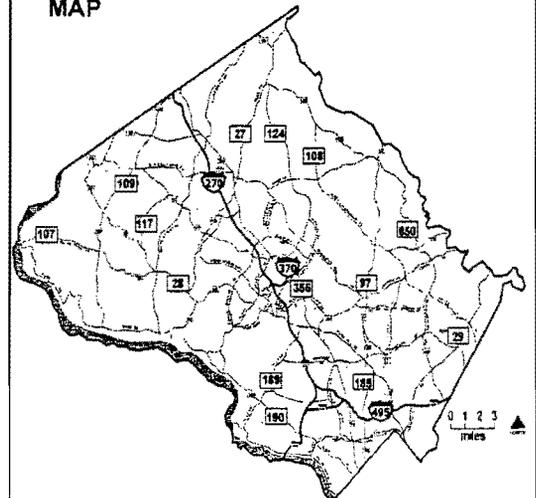
#### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY95	(\$000)
First Cost Estimate	FY11	4,213
Current Scope		
Last FY's Cost Estimate		3,763
Appropriation Request	FY11	115
Appropriation Request Est.	FY12	225
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,973
Expenditures / Encumbrances		2,585
Unencumbered Balance		388
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

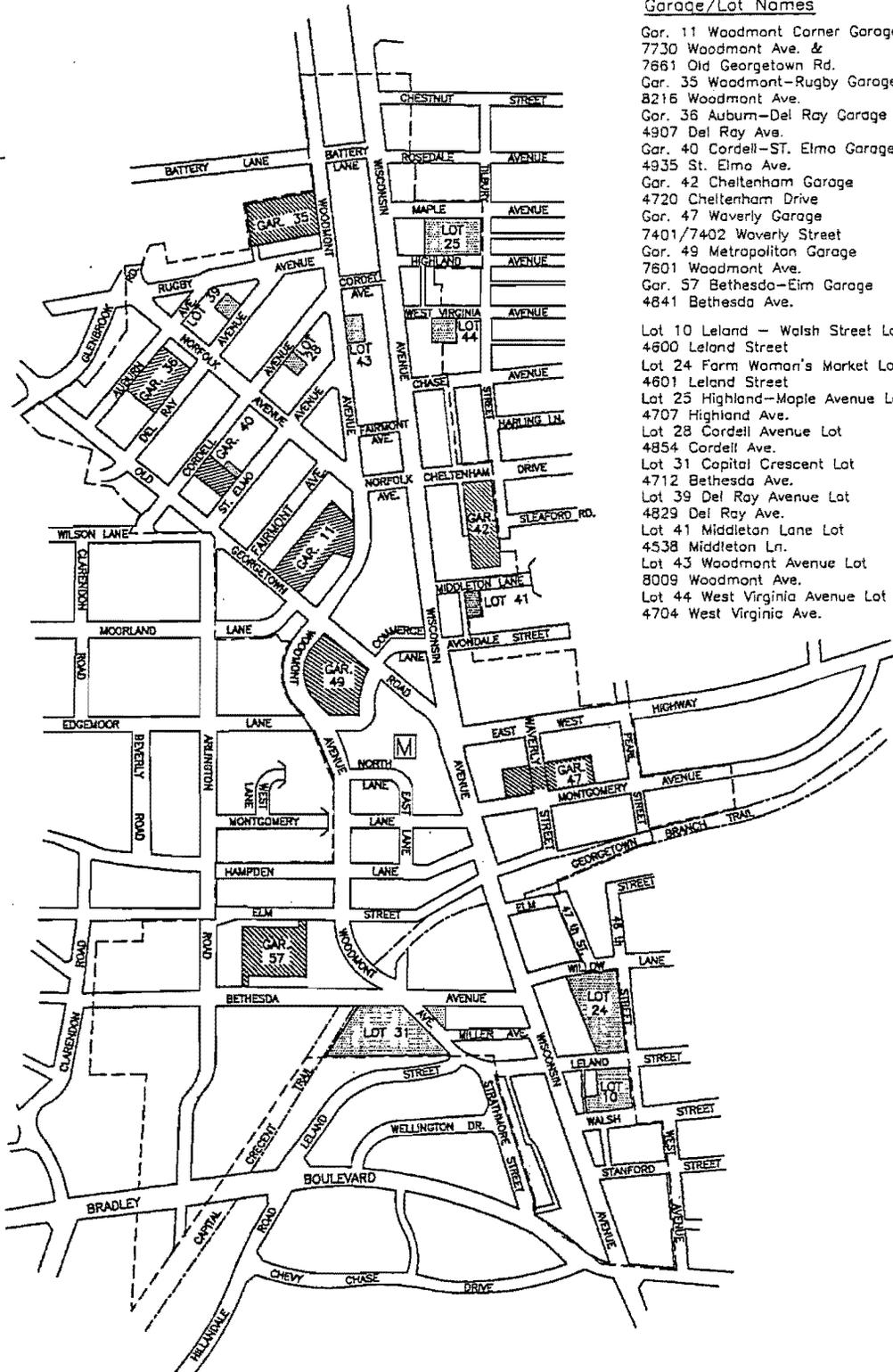
#### COORDINATION

M-NCPPC  
WMATA  
Parking Silver Spring Facility Renovations  
Parking Bethesda Facility Renovations  
Parking Wheaton Facility Renovations  
Silver Spring CBD Sector Plan  
Bethesda CBD Sector Plan  
Wheaton CBD Sector Plan  
Developers

#### MAP



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Garage/Lot Names

- Gar. 11 Woodmont Corner Garage  
7730 Woodmont Ave. &  
7661 Old Georgetown Rd.
- Gar. 35 Woodmont-Rugby Garage  
8216 Woodmont Ave.
- Gar. 36 Auburn-Del Ray Garage  
4907 Del Ray Ave.
- Gar. 40 Cordell-ST. Elmo Garage  
4935 St. Elmo Ave.
- Gar. 42 Cheltenham Garage  
4720 Cheltenham Drive
- Gar. 47 Waverly Garage  
7401/7402 Waverly Street
- Gar. 49 Metropolitan Garage  
7601 Woodmont Ave.
- Gar. 57 Bethesda-Eim Garage  
4841 Bethesda Ave.

- Lot 10 Leland - Walsh Street Lot  
4600 Leland Street
- Lot 24 Farm Woman's Market Lot  
4601 Leland Street
- Lot 25 Highland-Maple Avenue Lot  
4707 Highland Ave.
- Lot 28 Cordell Avenue Lot  
4854 Cordell Ave.
- Lot 31 Capital Crescent Lot  
4712 Bethesda Ave.
- Lot 39 Del Ray Avenue Lot  
4829 Del Ray Ave.
- Lot 41 Middleton Lane Lot  
4538 Middleton Ln.
- Lot 43 Woodmont Avenue Lot  
8009 Woodmont Ave.
- Lot 44 West Virginia Ave.  
4704 West Virginia Ave.

Parking Lot District Boundary - - - - -

Public Parking Lot [shaded box]

Public Parking Garage [hatched box]

Proposed [dotted box]

TOTAL NO. SURFACE PARKING LOT SPACES	877
TOTAL NO. MULTI-LEVEL GARAGE SPACES	5822
TOTAL NO. METERED CURB SPACES	794
<b>TOTAL PUBLIC PARKING SPACES</b>	<b>7493</b>
TOTAL NO. SURFACE PARKING LOTS	9
TOTAL NO. MULTI-LEVEL PARKING GARAGES	8

OFF-STREET PUBLIC PARKING FACILITIES  
**BETHESDA PARKING LOT DISTRICT**

Montgomery County, Maryland  
 Department of Public Works  
 and Transportation  
 Division of Operations  
 April, 2008

5

## Pkg Beth Fac Renovations -- No. 508255

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Parking  
Transportation  
Bethesda-Chevy Chase

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 19, 2010  
No  
None.  
On-going

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	836	0	0	836	405	131	75	75	75	75	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	6,651	0	2,804	3,847	1,623	524	425	425	425	425	0
Other	450	0	450	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,937</b>	<b>0</b>	<b>3,254</b>	<b>4,683</b>	<b>2,028</b>	<b>655</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>*</b>

### FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Bethesda	7,937	0	3,254	4,683	2,028	655	500	500	500	500	0
<b>Total</b>	<b>7,937</b>	<b>0</b>	<b>3,254</b>	<b>4,683</b>	<b>2,028</b>	<b>655</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>0</b>

#### DESCRIPTION

This project provides for the renovation of or improvements to Bethesda parking facilities. This is a continuing program of contractual improvements or renovations, with changing priorities depending upon the type of deterioration and corrections required, that will protect or improve the physical infrastructure to assure safe and reliable parking facilities and to preserve the County's investment. The scope of this project will vary depending on the results of studies conducted under the Facility Planning: Parking project. Included are annual consultant services, if required, to provide investigation, analysis, recommended repair methods, contract documents, inspection, and testing.

#### COST CHANGE

Increase due to additional drainage, plumbing, fire protection, painting, concrete, electrical and mechanical work, back-up generator replacement, and condition surveys at various garages and lots during FY11 and FY12; also, addition of FY15 and FY16 to this ongoing project.

#### JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities in the Bethesda Parking Lot District are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

#### OTHER DISCLOSURES

- \* Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION Facility Planning: Parking	MAP
Date First Appropriation FY83 (\$000)		
First Cost Estimate FY11 7,937		
Current Scope FY11 7,937		
Last FY's Cost Estimate 8,062		
Appropriation Request FY11 2,028		
Appropriation Request Est. FY12 655		
Supplemental Appropriation Request 0		
Transfer 0		
Cumulative Appropriation 3,254		
Expenditures / Encumbrances 2,068		
Unencumbered Balance 1,186		
Partial Closeout Thru FY08 18,421		
New Partial Closeout FY09 2,808		
Total Partial Closeout 21,229		

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See Map on Next Page

# Bethesda Lot 31 Parking Garage -- No. 500932

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Parking  
Transportation  
Bethesda-Chevy Chase

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 22, 2010  
Yes  
None.  
Final Design Stage

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	3,452	18	1,055	2,379	732	732	732	183	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	4,000	0	1,750	2,250	2,250	0	0	0	0	0	0
Construction	76,530	0	0	76,530	10,974	29,136	29,136	7,284	0	0	0
Other	4,837	3	0	4,834	1,360	1,737	1,737	0	0	0	0
<b>Total</b>	<b>88,819</b>	<b>21</b>	<b>2,805</b>	<b>85,993</b>	<b>15,316</b>	<b>31,605</b>	<b>31,605</b>	<b>7,467</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

Contributions	4,186	0	0	4,186	4,186	0	0	0	0	0	0
Current Revenue: Parking - Bethesda	7,652	21	2,805	4,826	0	0	0	4,826	0	0	0
Land Sale - Bethesda PLD	35,500	0	0	35,500	0	1,254	31,605	2,641	0	0	0
Revenue Bonds	41,481	0	0	41,481	11,130	30,351	0	0	0	0	0
<b>Total</b>	<b>88,819</b>	<b>21</b>	<b>2,805</b>	<b>85,993</b>	<b>15,316</b>	<b>31,605</b>	<b>31,605</b>	<b>7,467</b>	<b>0</b>	<b>0</b>	<b>0</b>

### OPERATING BUDGET IMPACT (\$000)

Maintenance				522	0	0	0	174	174	174
Energy				471	0	0	0	157	157	157
Program-Other				1,338	0	0	0	446	446	446
Offset Revenue				-2,925	0	0	0	-975	-975	-975
<b>Net Impact</b>				<b>-594</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-198</b>	<b>-198</b>	<b>-198</b>

#### DESCRIPTION

This project provides for the construction of a new, underground public parking garage under the land currently used as two County public parking lots and a portion of Woodmont Avenue in Bethesda. Design and construction will be performed by a private development partner selected through a competitive Request for Proposal process. The public parking garage will include approximately 1,100 County owned and operated spaces. A mixed use development (all privately funded and owned) will be built on top of the garage with 250 residential units and 40,000 square feet of retail space.

#### CAPACITY

The garage will consist of 1,100 County operated spaces with the private developer building and owning an additional 300 spaces.

#### ESTIMATED SCHEDULE

In accordance with the current General Development Agreement, construction will begin in FY11 and the new garage will open in FY14.

#### JUSTIFICATION

Parking demand analysis performed by the Parking Operations program, and separately by M-NCPPC, recommended the addition of up to 1,300 public parking spaces in the Bethesda sector to support probable development allowed under Sector Plan guidelines. Additionally, the M-NCPPC Adopted Sector Plan calls for construction of public parking in underground garages with mixed use residential, retail, and commercial space above.

Parking Demand Studies: Desman Associates 1996, updated 2000, 2003, and 2005.

Master Plan: Bethesda CBD Sector Plan July 1994

#### OTHER

Part of Woodmont Avenue south of Bethesda Avenue will be closed for a period during construction. Every effort will be made so that this temporary road closure does not coincide with the temporary closure of Elm Street during construction of the Bethesda Metro Station South Entrance project.

#### FISCAL NOTE

The project schedule is based on the executed General Development Agreement. The Developer has indicated the scheduled may need to be delayed based on the ability to fund the project in the current worldwide credit market. Negotiations regarding this issue are ongoing.

#### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

#### APPROPRIATION AND EXPENDITURE DATA

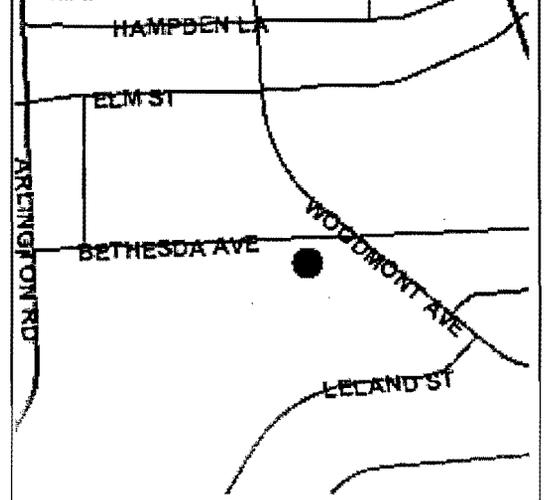
Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY09	88,819
Current Scope		
Last FY's Cost Estimate		88,819
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		88,819
Expenditures / Encumbrances		73
Unencumbered Balance		88,746
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

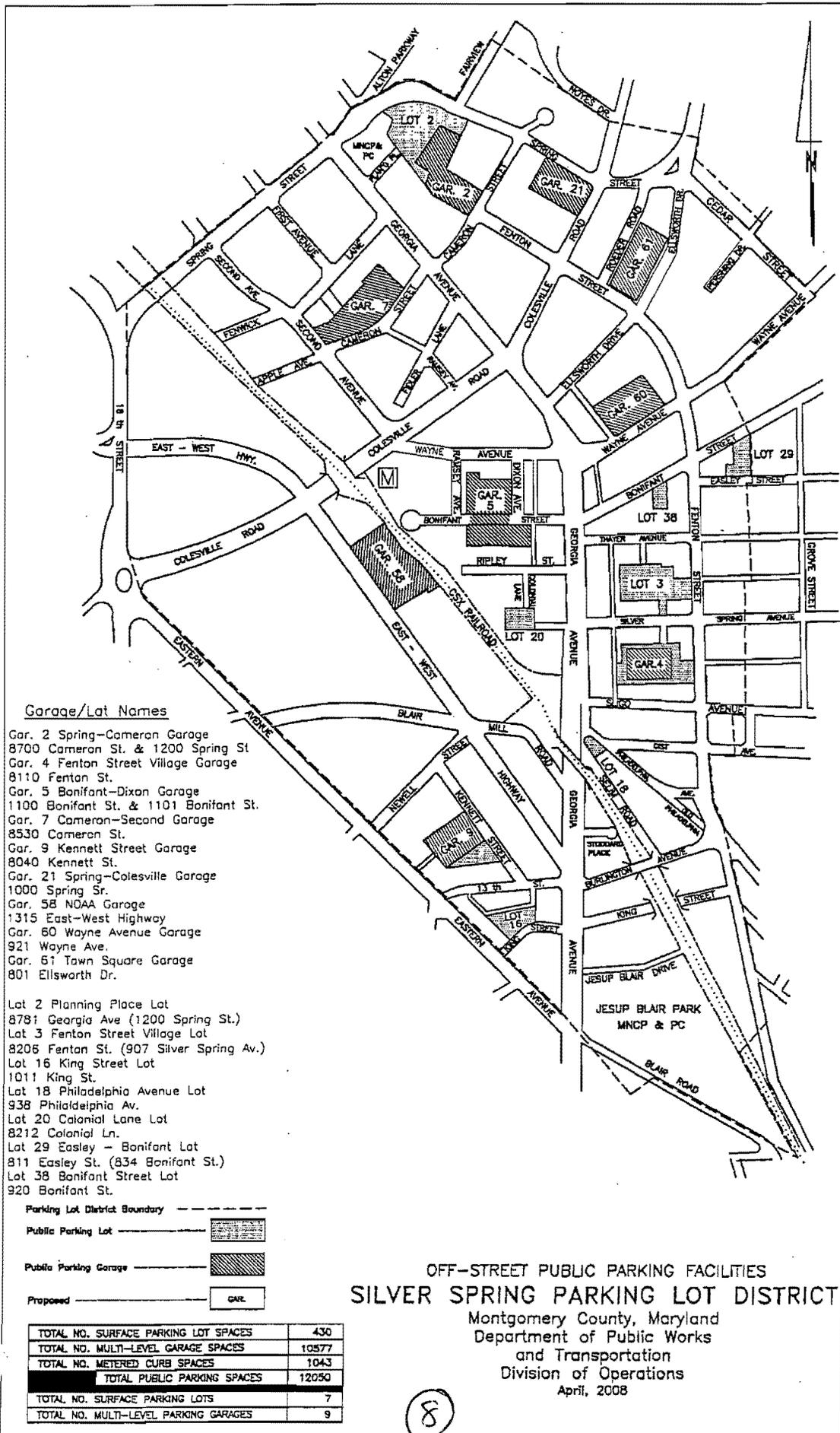
#### COORDINATION

M-NCPPC  
Bethesda Urban District  
Bethesda-Chevy Chase Regional Services Center  
Verizon  
PN Hoffman/Stonebridge Associates  
Department of General Services  
Bethesda Metro Station South Entrance project

Special Capital Projects Legislation [Bill No. 20-08] was adopted by Council June 10, 2008.

#### MAP





## Pkg Sil Spg Fac Renovations -- No. 508250

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Parking  
Transportation  
Silver Spring

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 23, 2010  
No  
None.  
On-going

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	4,718	0	2,168	2,550	425	425	425	425	425	425	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	32,982	0	10,129	22,853	8,185	5,928	2,185	2,185	2,185	2,185	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>37,700</b>	<b>0</b>	<b>12,297</b>	<b>25,403</b>	<b>8,610</b>	<b>6,353</b>	<b>2,610</b>	<b>2,610</b>	<b>2,610</b>	<b>2,610</b>	<b>*</b>

### FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	24,817	0	12,297	12,520	610	1,470	2,610	2,610	2,610	2,610	0
Revenue Bonds	12,883	0	0	12,883	8,000	4,883	0	0	0	0	0
<b>Total</b>	<b>37,700</b>	<b>0</b>	<b>12,297</b>	<b>25,403</b>	<b>8,610</b>	<b>6,353</b>	<b>2,610</b>	<b>2,610</b>	<b>2,610</b>	<b>2,610</b>	<b>0</b>

#### DESCRIPTION

This project provides for the renovation of, or improvements to, Silver Spring parking facilities. This is a continuing program of contractual improvements or restorations, with changing priorities depending on the type of deterioration and corrections required. The future scope of this project may vary depending on the results of studies conducted under the Facility Planning: Parking project. The project will protect or improve the physical infrastructure to assure continuation of safe and reliable parking facilities. Included are annual consultant services, if required, to provide investigation, analysis, recommended repair methods, contract documents, inspection, and testing.

#### COST CHANGE

Increase due to replacement of concrete decks on Garage 21 (located at 1000 Spring Street) in FY11 and FY12; also, addition of FY15 and FY16 to this ongoing project.

#### JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities at the Silver Spring Parking Lot District are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

Analysis of deteriorated concrete in Garage 5, in 2006 by SKA Engineers recommended selective deck replacement. The 2005 analysis performed by SKA recommended that Garage 21 have its concrete decks replaced.

#### OTHER

Garage 21 will be closed for renovations from approximately the third quarter of FY10 to the beginning of the first quarter in FY12. Capacity exists to handle parkers in Garage 2, (8700 Cameron Street) located less than a block away.

#### FISCAL NOTE

Due to the lack of available resources in the Silver Spring Parking Lot District, this project received \$2,116,000 in General Fund Transfers in FY00 and FY01, of which \$1,500,000 has been repaid.

#### OTHER DISCLOSURES

- \* Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION Facility Planning: Parking	MAP
Date First Appropriation FY83 (\$000)		
First Cost Estimate FY11 37,700		
Current Scope		
Last FY's Cost Estimate 24,860		
Appropriation Request FY11 13,493		
Appropriation Request Est. FY12 1,470		
Supplemental Appropriation Request 0		
Transfer 0		
Cumulative Appropriation 12,297		
Expenditures / Encumbrances 3,216		
Unencumbered Balance 9,081		
Partial Closeout Thru FY08 22,464		
New Partial Closeout FY09 2,123		
Total Partial Closeout 24,587	9	See Map on Next Page

# Silver Spring Lot 3 Parking Garage -- No. 501111

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Parking  
Transportation  
Shady Grove Vicinity

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 24, 2010  
No  
None  
Preliminary Design Stage

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	240	0	0	240	0	90	120	30	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>240</b>	<b>0</b>	<b>0</b>	<b>240</b>	<b>0</b>	<b>90</b>	<b>120</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	240	0	0	240	0	90	120	30	0	0	0
<b>Total</b>	<b>240</b>	<b>0</b>	<b>0</b>	<b>240</b>	<b>0</b>	<b>90</b>	<b>120</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>

#### DESCRIPTION

This project provides for an underground, 152 space, public parking garage on the current site of Public Parking Lot #3, located at 8206 Fenton Street in Silver Spring. The underground, public parking garage will be designed and constructed by a private development partner the County selected through a competitive Request for Proposal (RFP) process. The County has completed a General Development Agreement (GDA) that obligates the developer to construct the parking garage and title it to the County as a condominium on a turn key basis in exchange for fee simple title to the County land. The only costs to the County are estimated to involve review of the garage design and construction inspection to ensure the facility is constructed in accordance with County standards. The private development has received Project Plan approval from the Planning Board. The specific mix of uses and numbers of private parking spaces to be constructed are currently being determined within the Site Plan approval process.

#### CAPACITY

The underground, public parking garage will consist of 152 County owned and operated public parking spaces.

#### ESTIMATED SCHEDULE

Construction of the County garage is planned to begin in October 2011 and last approximately 24 months.

#### JUSTIFICATION

Public Parking Lot #3 is being redeveloped in accordance with the Silver Spring Sector Plan. Based on analysis conducted by the Department of Transportation's Division of Parking Management, the underground, public parking garage is appropriately sized to meet the needs of the planned private redevelopment project and the current parking needs of the service area. Mandatory referral to Maryland-National Capital Park and Planning Commission (M-NCPPC) for the County's underground, public parking garage has been completed.

#### FISCAL NOTE

The County has completed a General Development Agreement (GDA) that obligates the developer to construct the parking garage and title it to the County as a condominium on a turn key basis in exchange for fee simple title to the County land. The only costs to the County are estimated to involve review of the garage design and construction inspection to ensure the facility is constructed in accordance with County standards.

#### OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation (\$000)		
First Cost Estimate		
Current Scope	FY11	240
Last FY's Cost Estimate		0
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	90
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

10

See Map on Next Page

# Silver Spring Lot 16 Parking Garage -- No. 501004

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Parking  
Transportation  
Silver Spring

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 23, 2010  
No  
None.  
Final Design Stage

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	240	0	40	200	120	80	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	2,352	0	0	2,352	1,176	1,176	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,592</b>	<b>0</b>	<b>40</b>	<b>2,552</b>	<b>1,296</b>	<b>1,256</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	2,592	0	40	2,552	1,296	1,256	0	0	0	0	0
<b>Total</b>	<b>2,592</b>	<b>0</b>	<b>40</b>	<b>2,552</b>	<b>1,296</b>	<b>1,256</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### OPERATING BUDGET IMPACT (\$000)

Maintenance	80	0	8	18	18	18	18
Energy	89	0	9	20	20	20	20
Program-Other	247	0	27	55	55	55	55
Offset Revenue	-286	0	-30	-64	-64	-64	-64
<b>Net Impact</b>	<b>130</b>	<b>0</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>

#### DESCRIPTION

This project provides for an underground, 160 space, public parking garage on the current site of Public Parking Lot #16 located at 1011 King Street in Silver Spring. The underground, public parking garage will be designed and constructed by a private development partner the County selected through a competitive, Request For Proposal (RFP) process. The County has completed a General Development Agreement (GDA) that obligates the developer to design and construct the public garage and title it to the County as a condominium on a turn key basis at a fixed price. The value of the County land is credited against the design and construction costs of the County garage. This PDF represents the entire cost to the County for the facility (net of the value of land). The private development has received Project and Site Plan approval.

#### CAPACITY

The underground, public parking garage will consist of 160 County owned and operated public parking spaces.

#### JUSTIFICATION

Public Parking Lot #16 is being redeveloped in accordance with the Silver Spring Sector plan. Based on analysis conducted by the Division of Parking Management, the project public parking garage is appropriately sized to meet the needs of the planned private redevelopment project and the current parking needs of the service area. Mandatory Referral to M-NCPPC for the County's underground, public parking garage has been completed.

#### OTHER

A pedestrian impact analysis has been completed for this project.

#### FISCAL NOTE

Value of land transferred to developer of \$1,278,000 to be credited against construction cost. County to pay an additional \$2,592,000 which brings the total garage value to \$3,870,000.

#### OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																			
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">2,592</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td> </td> <td></td> <td></td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY12</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">2,592</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td> </td> <td></td> <td></td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td> </td> <td></td> <td></td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY08</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY10	(\$000)	First Cost Estimate	FY10	2,592	Current Scope			Last FY's Cost Estimate		0				Appropriation Request	FY11	0	Appropriation Request Est.	FY12	0	Supplemental Appropriation Request		2,592	Transfer		0				Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0				Partial Closeout Thru	FY08	0	New Partial Closeout	FY09	0	Total Partial Closeout		0	<div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">11</div>	<p style="font-size: 1.2em;">See Map on Next Page</p>
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New Partial Closeout	FY09	0																																																			
Total Partial Closeout		0																																																			

Garage/Lot Names

Gar. 45 Amherst Garage  
11304 Amherst Av.

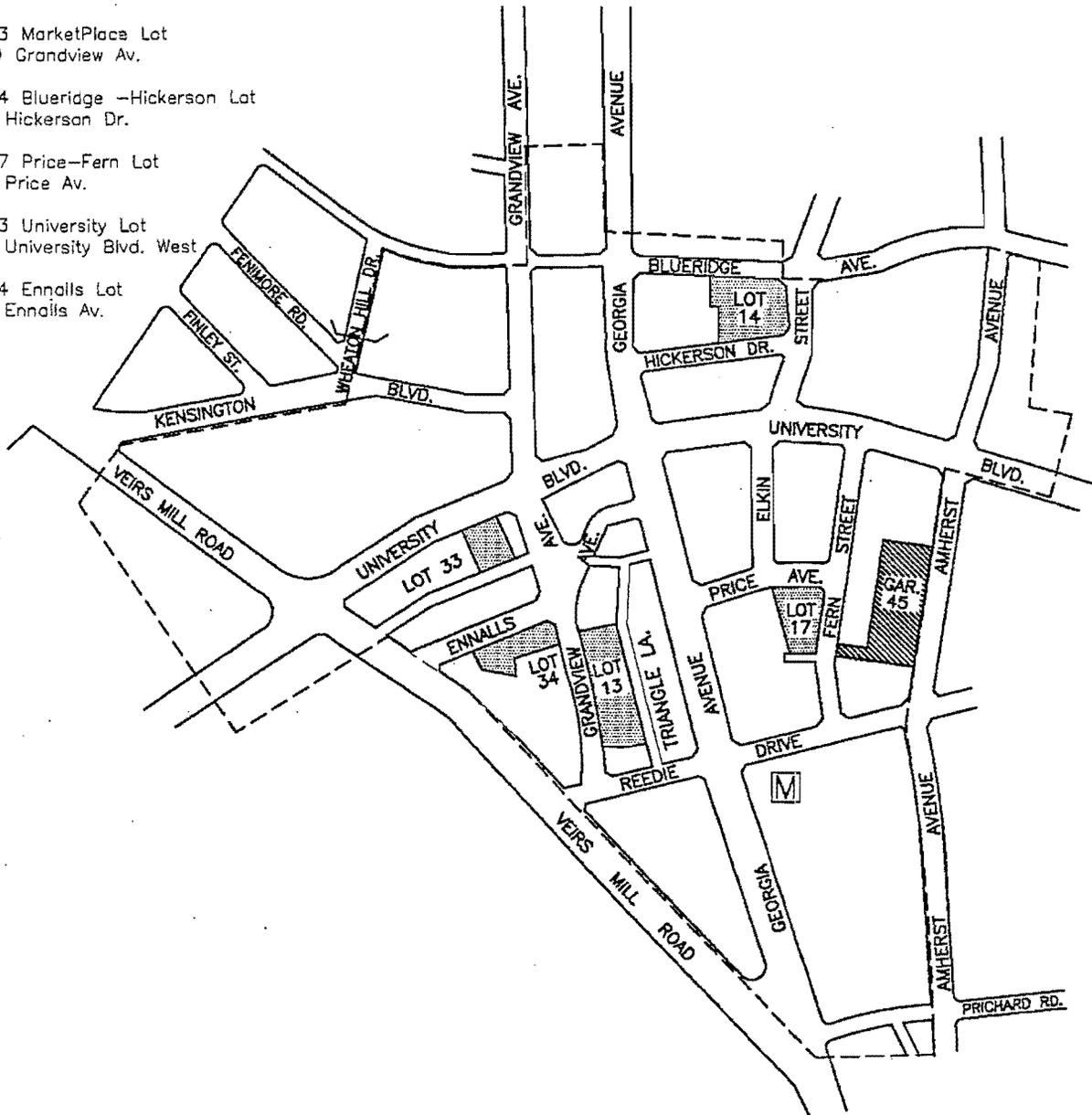
Lot 13 MarketPlace Lot  
11219 Grandview Av.

Lot 14 Blueringe -Hickerson Lot  
2425 Hickerson Dr.

Lot 17 Price-Fern Lot  
2320 Price Av.

Lot 33 University Lot  
2622 University Blvd. West

Lot 34 Ennalls Lot  
2510 Ennalls Av.



- Parking Lot District Boundary - - - - -
- Public Parking Lot - - - - - [stippled box]
- Public Parking Garage - - - - - [hatched box]
- Proposed - - - - - [box with GAR.]

TOTAL NO. SURFACE PARKING LOT SPACES	427
TOTAL NO. MULTI-LEVEL GARAGE SPACES	628
TOTAL NO. METERED CURB SPACES	404
<b>TOTAL PUBLIC PARKING SPACES</b>	<b>1459</b>
TOTAL NO. SURFACE PARKING LOTS	5
TOTAL NO. MULTI-LEVEL PARKING GARAGES	1

OFF-STREET PUBLIC PARKING FACILITIES  
**WHEATON PARKING LOT DISTRICT**

Montgomery County, Maryland  
Department of Public Works  
and Transportation  
Division of Operations  
April, 2008

## Pkg Wheaton Fac Renovations -- No. 509709

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Parking  
Transportation  
Kensington-Wheaton

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 06, 2010  
No  
None.  
On-going

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	60	0	0	60	10	10	10	10	10	10	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,208	0	596	612	102	102	102	102	102	102	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,268</b>	<b>0</b>	<b>596</b>	<b>672</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>*</b>

### FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Wheaton	1,268	0	596	672	112	112	112	112	112	112	0
<b>Total</b>	<b>1,268</b>	<b>0</b>	<b>596</b>	<b>672</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>0</b>

**DESCRIPTION**

This project provides for the restoration of, or improvements to, Wheaton parking facilities to address deterioration due to use and age. This is a continuing program of contractual improvements or restorations, with changing priorities depending upon the types of deterioration and corrections required. Corrective measures are required to ensure adequate and proper serviceability over the design life of the facilities and to preserve the County's investment. The scope of this project may vary depending on the results of the studies conducted under Facility Planning: Parking.

**COST CHANGE**

Increase due to addition of FY15 and FY16 to this ongoing project.

**JUSTIFICATION**

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities at the Wheaton Parking Lot District are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

Lot re-paving will be performed on most parking lot district lots, as well as lighting upgrades, and follow-through on recommendation per consultant's analysis done in FY08.

**OTHER DISCLOSURES**

- \* Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION Facility Planning: Parking	MAP
Date First Appropriation      FY97      (\$000)		
First Cost Estimate		
Current Scope                      FY11      1,268		
Last FY's Cost Estimate                      1,113		
Appropriation Request                      FY11      112		
Appropriation Request Est.                      FY12      112		
Supplemental Appropriation Request                      0		
Transfer    0		
Cumulative Appropriation                      596		
Expenditures / Encumbrances                      370		
Unencumbered Balance                      226		
Partial Closeout Thru                      FY08      2,178		
New Partial Closeout                      FY09      69		
Total Partial Closeout                      2,247		

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See Map on Next Page

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# Parking District Services

## MISSION STATEMENT

The mission of Parking District Services is to:

- Support the role of public parking in commercial areas throughout the County. Parking management is an important tool for achieving public objectives of economic development and transportation management;
- Support the comprehensive development of the Silver Spring, Bethesda, Wheaton, and Montgomery Hills central business districts and promote their economic growth and stability by supplying a sufficient number of parking spaces to accommodate that segment of the public demand which is neither provided for by developers nor served by alternative travel modes;
- Promote and complement a total transportation system through the careful balance of rates and parking supply to encourage the use of the most efficient and economical transportation modes available; and
- Develop and implement parking management strategies designed to maximize the usage of the available parking supply in order to enhance the economic development of specific central business districts.

## BUDGET OVERVIEW

The total recommended FY11 Operating Budget for the Parking Districts Funds is \$25,141,180, an increase of \$1,735,740 or 7.4 percent from the FY10 Approved Budget of \$23,405,440. Personnel Costs comprise 16.5 percent of the budget for 52 full-time positions for 45.8 workyears. Operating Expenses and Debt Service account for the remaining 83.5 percent of the FY11 budget.

In addition, this department's Capital Improvements Program (CIP) requires Current Revenue funding.

## LINKAGE TO COUNTY RESULT AREAS

While this program area supports all eight of the County Result Areas, the following are emphasized:

- ❖ ***A Responsive, Accountable County Government***
- ❖ ***An Effective and Efficient Transportation Network***
- ❖ ***Strong and Vibrant Economy***

## DEPARTMENT PERFORMANCE MEASURES

Performance measures for this department are included below, with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY10 estimates incorporate the effect of the FY10 savings plan. The FY11 and FY12 targets assume the recommended FY11 budget and FY12 funding for comparable service levels.

## ACCOMPLISHMENTS AND INITIATIVES

- ❖ ***Executed pilot Pay-by-Cellphone payment system for parking meters on-street and in public parking lots and garages in Bethesda.***
- ❖ ***Developed a comprehensive solicitation to replace aging and inefficient lighting systems in public garages with energy efficient lighting systems.***
- ❖ ***Executed General Development Agreement for the sale of Public Parking Lot 39 in Bethesda, supporting the redevelopment and economic vitality of the surrounding area.***
- ❖ ***Productivity Improvements***
  - ***Integrated the self-release booting program, and its inherent customer service advantages, throughout all four Parking Lot Districts.***

- Expanded the capability to pay by credit card to a wider variety of Parking programs and services.

## PROGRAM CONTACTS

Contact Rick Siebert of the Parking Districts Funds at 240.777.8732 or Brady Goldsmith of the Office of Management and Budget 240.777.2793 for more information regarding this department's operating budget.

## PROGRAM DESCRIPTIONS

### Management Services and Property Development

This program supports the overall Parking Services program objectives through the management of Information Technology, Budget, Human Resources and Planning staff to optimize organizational effectiveness. The Program strategically plans for the re-development of Parking Lot District real property to promote the economic growth and stability of associated urban districts. It is responsible for the drafting and coordination of Requests for Proposals for property development and provides support in the negotiation and execution of General Development Agreements.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>568,410</b>	<b>9.2</b>
Decrease Cost: Non-local Travel, Dues and Professional Education - Wheaton	-1,200	0.0
Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	103,310	-0.2
<b>FY11 CE Recommended</b>	<b>670,520</b>	<b>9.0</b>

### Financial Management Program

This program is responsible for overall strategic fiscal planning for the four Parking Lot Districts including the revenue bond debt program, fixed costs, utilities and preparation of the 6 year fiscal plan.

The Financial Management Program also has overall responsibility for the recordation and reconciliation of all parking district revenues and the administration of the Ad Valorem tax program.

<b>Program Performance Measures</b>	<b>Actual FY08</b>	<b>Actual FY09</b>	<b>Estimated FY10</b>	<b>Target FY11</b>	<b>Target FY12</b>
Parking Management revenue generated (\$ millions)	39.4	38.4	40.3	43.3	45.2
Parking Operating Expenditures (\$ millions)	22.5	24.1	22.8	23.6	24.9
Parking Management cost efficiency (ratio of expenses to revenues)	\$0.57	\$0.63	\$0.57	\$0.55	\$0.55
Percent of Parking Management's secret shopper rated good or very good <sup>1</sup>					

<sup>1</sup> New measure; to be calculated in the future.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>8,149,980</b>	<b>6.4</b>
Increase Cost: Bethesda Garage 31 Debt Service	1,693,040	0.0
Increase Cost: Utilities- Silver Spring	364,130	0.0
Increase Cost: Utilities - Bethesda	188,240	0.0
Increase Cost: Utilities - Wheaton	20,340	0.0
Increase Cost: Risk Management Adjustment - Bethesda	1,240	0.0
Increase Cost: Debt Service - Bethesda	900	0.0
Increase Cost: Risk Management Adjustment - Montgomery Hills	820	0.0
Increase Cost: Utilities - Montgomery Hills	550	0.0
Decrease Cost: Risk Management Adjustment - Wheaton	-1,490	0.0
Decrease Cost: Risk Management Adjustment - Silver Spring	-28,530	0.0
Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-29,500	-1.0
<b>FY11 CE Recommended</b>	<b>10,359,720</b>	<b>5.4</b>

### Parking Facility Maintenance and Engineering

This program provides the maintenance of all parking lots, garages, and surrounding grounds. Facilities maintenance is programmed at a level which is designed to ensure the operational integrity of the facilities and the safety of parking patrons. Maintenance of parking facilities includes: snow and ice removal; housekeeping services; equipment maintenance for elevators, electrical system and Heating, Ventilation, and Air- Conditioning systems (HVAC); facility repairs for maintenance of damaged glass, asphalt, concrete, plumbing, painting, space stripes, graffiti, doorframes, brick and block, meter posts, and woodwork due to vandalism, use, and age; and grounds-keeping services.

Additionally, the program supports a balanced system of public parking which promotes the economic stability and growth of the County's central business districts. This is implemented through the design and construction of new parking facilities, including mixed use projects. The program also includes renovating and improving existing parking facilities to ensure the preservation and integrity of the parking system and its continued service to the public. This program also evaluates energy usage and recommends and implements improvements that reduce the amount of energy used by off-street facilities.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>4,866,620</b>	<b>20.5</b>
Increase Cost: Emergency Lighting Battery Replacement - Silver Spring	52,000	0.0
Increase Cost: Emergency Lighting Battery Replacement - Bethesda	35,000	0.0
Increase Cost: Emergency Lighting Battery Replacement -Wheaton	10,000	0.0
Increase Cost: Pest Control - Silver Spring	6,170	0.0
Increase Cost: Pest Control - Bethesda	5,900	0.0
Increase Cost: Pest Control - Wheaton	2,100	0.0
Increase Cost: Landscaping Expenses - Montgomery Hills	2,000	0.0
Increase Cost: Pest Control - Montgomery Hills	530	0.0
Decrease Cost: Motor Pool Rate Adjustment - Montgomery Hills	-510	0.0
Decrease Cost: Motor Pool Rate Adjustment - Wheaton	-4,840	0.0
Decrease Cost: Motor Pool Rate Adjustment - Bethesda	-25,430	0.0
Decrease Cost: Contract Painting - Wheaton	-33,370	0.0
Decrease Cost: Motor Pool Rate Adjustment - Silve Spring	-37,070	0.0
Decrease Cost: Contract Painting - Bethesda	-50,000	0.0
Decrease Cost: Contract Painting - Silver Spring	-55,000	0.0
Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-81,340	-0.8
<b>FY11 CE Recommended</b>	<b>4,692,760</b>	<b>19.7</b>

### Parking Operations

This unit has overall responsibility for the collection and processing of all parking revenue, including revenue from individual meters, automated pay stations, cashiered facilities, parking permits, and parking fines. Additionally it provides support to the Mass Transit Fund in the processing of bus revenue for deposit.

The program is also responsible for the management of the parking citation database and provides management of the appeal process for all parking tickets written within the County. Parking Operations maintains regularly scheduled parking enforcement patrols in all Parking Lot Districts (PLD), residential permit areas outside the PLD's and other designated County facilities. In addition, this program provides a comprehensive meter maintenance program to ensure all meter devices function properly.

This unit also provides security services for parking facility patrons to protect against theft, vandalism, and threats to personal security. The goal of the program is a safe environment in parking facilities through the use of contract security guards and the Silver Spring Clean and Safe Team.

Organizationally, Parking Operations also manages and executes parking activities funded by the County's General Fund outside of the designated Parking Lot Districts.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>9,820,430</b>	<b>14.8</b>
Increase Cost: Replace Park Police Overtime (\$102,800) with same number of hours in Contract Security (\$40,850) - Wheaton	40,850	0.0
Increase Cost: Replace County Police Overtime (\$110,630) with same number of hours in Contract Security (\$35,480) - Bethesda	35,480	0.0
Increase Cost: Replace County Police Overtime (\$110,630) with same number of hours in Contract Security (\$35,480) - Silver Spring	35,480	0.0
Increase Cost: Contract Cashiering in Sales Stores - Silver Spring	32,620	0.0
Increase Cost: Contract Cashier at Sales Stores - Bethesda	31,410	0.0
Increase Cost: Credit Card Processing Fees - Bethesda	11,340	0.0
Increase Cost: Contract Cashiering for Sales Stores - Wheaton	3,620	0.0
Increase Cost: Pay-on-Foot Machine Maintenance - Silver Spring	2,690	0.0
Increase Cost: Credit Card Processing Fees - Silver Spring	2,550	0.0
Increase Cost: Pay-on-Foot Maintenance - Bethesda	1,340	0.0
Increase Cost: Contract Cashiering at Sales Stores - Montgomery Hills	1,210	0.0
Increase Cost: Pay By Space Contract Maintenance - Silver Spring	930	0.0
Increase Cost: Pay By Space Maintenance - Wheaton	660	0.0

	<b>Expenditures</b>	<b>WYs</b>
Increase Cost: Credit Card Processing Fees - Wheaton	620	0.0
Decrease Cost: Occupational Medical Services Adjustment - Montgomery Hills	-10	0.0
Decrease Cost: Occupational Medical Services Adjustment - Wheaton	-70	0.0
Decrease Cost: Other Printing and Mail Reduction - Montgomery Hills	-110	0.0
Decrease Cost: Non-local Travel, Dues and Professional Education - Montgomery Hills	-130	0.0
Decrease Cost: Lapse Vacant Meter Shop Supervisor Position - Montgomery Hills	-270	0.0
Decrease Cost: Abolish Vacant Meter Mechanic Position - Montgomery Hills	-330	0.0
Decrease Cost: Occupational Medical Services Adjustment - Bethesda	-610	0.0
Decrease Cost: Occupational Medical Services Adjustment - Silver Spring	-650	0.0
Decrease Cost: Printing and Mail Adjustment - Wheaton	-1,060	0.0
Decrease Cost: Lapse Vacant Meter Shop Supervisor - Wheaton	-1,660	-0.1
Decrease Cost: Reduce Meter Mechanics from 4 to 3 in January 2011 - Wheaton	-1,940	-0.1
Decrease Cost: Other Printing and Mail - Silver Spring	-3,120	0.0
Decrease Cost: Printing and Mail Adjustment - Silver Spring	-5,210	0.0
Decrease Cost: Printing and Mail Adjustment - Bethesda	-6,010	0.0
Decrease Cost: Lapse Vacant Meter Shop Supervisor - Silver Spring	-11,620	-0.2
Decrease Cost: Lapse Vacant Meter Shop Supervisor - Bethesda	-12,180	-0.2
Decrease Cost: Reduce Meter Mechanics from 4 to 3 in January 2011 - Silver Spring	-13,630	-0.2
Decrease Cost: Reduce Meter Mechanics from 4 to 3 in January 2011 - Bethesda	-14,280	-0.2
Decrease Cost: Elimination of One-Time Items Approved in FY10 - Bethesda	-60,000	0.0
Decrease Cost: Other Non-professional Services - Bethesda	-61,420	0.0
Decrease Cost: Other Non-professional Services - Silver Spring	-61,420	0.0
Decrease Cost: Replace Park Police Overtime (\$102,800) with same number of hours in Contract Security (\$40,850) - Wheaton	-102,800	0.0
Decrease Cost: Closure of Silver Spring Garage 21 for Renovation	-106,860	0.0
Decrease Cost: Replace County Police Overtime (-\$110,630) with same number of hours in Contract Security (\$35,480) - Bethesda	-110,630	-1.1
Decrease Cost: Replace County Police Overtime (\$110,630) with same number of hours in Contract Security (\$35,480) - Silver Spring	-110,630	-1.1
Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	83,600	0.1
<b>FY11 CE Recommended</b>	<b>9,418,180</b>	<b>11.7</b>

(17)

# BUDGET SUMMARY

	Actual FY09	Budget FY10	Estimated FY10	Recommended FY11	% Chg Bud/Rec
<b>BETHESDA PARKING DISTRICT</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	1,445,614	1,494,100	1,495,200	1,316,620	-11.9%
Employee Benefits	418,309	506,020	490,190	516,830	2.1%
<b>Bethesda Parking District Personnel Costs</b>	<b>1,863,923</b>	<b>2,000,120</b>	<b>1,985,390</b>	<b>1,833,450</b>	<b>-8.3%</b>
Operating Expenses	5,607,358	6,013,820	5,733,950	6,187,680	2.9%
Debt Service Other	4,906,585	3,269,340	3,269,340	4,963,280	51.8%
Capital Outlay	17,063	0	875,000	0	—
<b>Bethesda Parking District Expenditures</b>	<b>12,394,929</b>	<b>11,283,280</b>	<b>11,863,680</b>	<b>12,984,410</b>	<b>15.1%</b>
<b>PERSONNEL</b>					
Full-Time	29	29	29	29	—
Part-Time	0	0	0	0	—
Workyears	21.5	21.7	21.7	19.4	-10.6%
<b>REVENUES</b>					
Property Tax	6,152,777	3,972,070	4,205,340	3,541,800	-10.8%
Parking Fees	9,011,929	10,713,340	10,713,340	11,383,940	6.3%
Parking Fines	5,490,665	4,800,000	4,971,430	5,400,000	12.5%
Investment Income	443,920	241,400	47,700	133,500	-44.7%
Miscellaneous	438,857	284,120	284,120	284,120	—
<b>Bethesda Parking District Revenues</b>	<b>21,538,148</b>	<b>20,010,930</b>	<b>20,221,930</b>	<b>20,743,360</b>	<b>3.7%</b>
<b>MONTGOMERY HILLS PARKING DISTRICT</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	29,586	27,050	26,040	27,450	1.5%
Employee Benefits	7,936	9,820	9,450	9,810	-0.1%
<b>Montgomery Hills Parking District Personnel Costs</b>	<b>37,522</b>	<b>36,870</b>	<b>35,490</b>	<b>37,260</b>	<b>1.1%</b>
Operating Expenses	61,146	79,560	77,430	83,910	5.5%
Capital Outlay	0	0	0	0	—
<b>Montgomery Hills Parking District Expenditures</b>	<b>98,668</b>	<b>116,430</b>	<b>112,920</b>	<b>121,170</b>	<b>4.1%</b>
<b>PERSONNEL</b>					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
Workyears	0.4	0.4	0.4	0.4	—
<b>REVENUES</b>					
Property Tax	76,076	132,820	81,470	82,190	-38.1%
Investment Income	3,094	3,600	200	1,800	-50.0%
Parking Fees	28,364	35,500	30,000	30,000	-15.5%
Parking Fines	23,264	27,500	28,480	30,940	12.5%
Miscellaneous	1,000	0	0	0	—
<b>Montgomery Hills Parking District Revenues</b>	<b>131,798</b>	<b>199,420</b>	<b>140,150</b>	<b>144,930</b>	<b>-27.3%</b>
<b>SILVER SPRING PARKING DISTRICT</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	1,522,194	1,598,490	1,581,650	1,428,260	-10.6%
Employee Benefits	457,130	525,190	508,740	541,870	3.2%
<b>Silver Spring Parking District Personnel Costs</b>	<b>1,979,324</b>	<b>2,123,680</b>	<b>2,090,390</b>	<b>1,970,130</b>	<b>-7.2%</b>
Operating Expenses	7,488,966	8,585,730	8,325,390	8,835,970	2.9%
Debt Service Other	1,022,720	0	0	0	—
Capital Outlay	19,047	0	0	0	—
<b>Silver Spring Parking District Expenditures</b>	<b>10,510,057</b>	<b>10,709,410</b>	<b>10,415,780</b>	<b>10,806,100</b>	<b>0.9%</b>
<b>PERSONNEL</b>					
Full-Time	20	20	20	20	—
Part-Time	0	0	0	0	—
Workyears	24.9	25.3	25.3	22.8	-9.9%
<b>REVENUES</b>					
Property Tax	5,181,271	6,314,870	6,046,360	6,110,580	-3.2%
Parking Fees	8,498,701	9,500,000	9,500,000	10,298,000	8.4%
Parking Fines	2,303,774	2,600,000	2,589,290	2,812,500	8.2%
Miscellaneous	198,438	0	0	0	—
Investment Income	149,833	87,900	20,000	60,000	-31.7%
<b>Silver Spring Parking District Revenues</b>	<b>16,332,017</b>	<b>18,502,770</b>	<b>18,155,650</b>	<b>19,281,080</b>	<b>4.2%</b>
<b>WHEATON PARKING DISTRICT</b>					
<b>EXPENDITURES</b>					

	Actual FY09	Budget FY10	Estimated FY10	Recommended FY11	% Chg Bud/Rec
Salaries and Wages	212,283	235,900	229,270	219,120	-7.1%
Employee Benefits	63,089	83,040	80,590	88,420	6.5%
<b>Wheaton Parking District Personnel Costs</b>	<b>275,372</b>	<b>318,940</b>	<b>309,860</b>	<b>307,540</b>	<b>-3.4%</b>
Operating Expenses	844,170	977,380	947,580	921,960	-5.7%
Capital Outlay	3,571	0	0	0	—
<b>Wheaton Parking District Expenditures</b>	<b>1,123,113</b>	<b>1,296,320</b>	<b>1,257,440</b>	<b>1,229,500</b>	<b>-5.2%</b>
<b>PERSONNEL</b>					
Full-Time	3	3	3	3	—
Part-Time	0	0	0	0	—
Workyears	3.3	3.5	3.5	3.2	-8.6%
<b>REVENUES</b>					
Property Tax	444,758	429,640	472,350	477,230	11.1%
Parking Fees	844,679	835,000	805,000	805,000	-3.6%
Parking Fines	497,075	520,000	520,000	585,000	12.5%
Investment Income	12,913	5,100	2,100	4,700	-7.8%
<b>Wheaton Parking District Revenues</b>	<b>1,799,425</b>	<b>1,789,740</b>	<b>1,799,450</b>	<b>1,871,930</b>	<b>4.6%</b>
<b>DEPARTMENT TOTALS</b>					
<b>Total Expenditures</b>	<b>24,126,767</b>	<b>23,405,440</b>	<b>23,649,820</b>	<b>25,141,180</b>	<b>7.4%</b>
<b>Total Full-Time Positions</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>—</b>
<b>Total Part-Time Positions</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>—</b>
<b>Total Workyears</b>	<b>50.1</b>	<b>50.9</b>	<b>50.9</b>	<b>45.8</b>	<b>-10.0%</b>
<b>Total Revenues</b>	<b>39,801,388</b>	<b>40,502,860</b>	<b>40,317,180</b>	<b>42,041,300</b>	<b>3.8%</b>

## FY11 RECOMMENDED CHANGES

	Expenditures	WYs
<b>BETHESDA PARKING DISTRICT</b>		
<b>FY10 ORIGINAL APPROPRIATION</b>	<b>11,283,280</b>	<b>21.7</b>
<b>Other Adjustments (with no service impacts)</b>		
Increase Cost: Bethesda Garage 31 Debt Service [Financial Management Program]	1,693,040	0.0
Increase Cost: Utilities - Bethesda [Financial Management Program]	188,240	0.0
Increase Cost: Retiree Health Insurance Pre-funding - Bethesda	74,830	0.0
Increase Cost: Replace County Police Overtime (\$110,630) with same number of hours in Contract Security (\$35,480) - Bethesda [Parking Operations]	35,480	0.0
Increase Cost: Emergency Lighting Battery Replacement - Bethesda [Parking Facility Maintenance and Engineering]	35,000	0.0
Increase Cost: Contract Cashier at Sales Stores - Bethesda [Parking Operations]	31,410	0.0
Increase Cost: Retirement Adjustment - Bethesda	16,340	0.0
Increase Cost: Group Insurance Adjustment - Bethesda	12,430	0.0
Increase Cost: Credit Card Processing Fees - Bethesda [Parking Operations]	11,340	0.0
Increase Cost: Pest Control - Bethesda [Parking Facility Maintenance and Engineering]	5,900	0.0
Increase Cost: Pay-on-Foot Maintenance - Bethesda [Parking Operations]	1,340	0.0
Increase Cost: Risk Management Adjustment - Bethesda [Financial Management Program]	1,240	0.0
Increase Cost: Debt Service - Bethesda [Financial Management Program]	900	0.0
Decrease Cost: Occupational Medical Services Adjustment - Bethesda [Parking Operations]	-610	0.0
Decrease Cost: Annualization of FY10 Personnel Costs - Bethesda	-5,330	0.0
Decrease Cost: Printing and Mail Adjustment - Bethesda [Parking Operations]	-6,010	0.0
Decrease Cost: Non-local Travel, Dues and Professional Education - Bethesda	-7,450	0.0
Decrease Cost: Lapse Vacant Meter Shop Supervisor - Bethesda [Parking Operations]	-12,180	-0.2
Decrease Cost: Reduce Meter Mechanics from 4 to 3 in January 2011 - Bethesda [Parking Operations]	-14,280	-0.2
Decrease Cost: Motor Pool Rate Adjustment - Bethesda [Parking Facility Maintenance and Engineering]	-25,430	0.0
Decrease Cost: Contract Painting - Bethesda [Parking Facility Maintenance and Engineering]	-50,000	0.0
Decrease Cost: Furlough Days - Bethesda	-53,020	-0.8
Decrease Cost: Elimination of One-Time Items Approved in FY10 - Bethesda [Parking Operations]	-60,000	0.0
Decrease Cost: Other Non-professional Services - Bethesda [Parking Operations]	-61,420	0.0
Decrease Cost: Replace County Police Overtime (-\$110,630) with same number of hours in Contract Security (\$35,480) - Bethesda [Parking Operations]	-110,630	-1.1
<b>FY11 RECOMMENDED:</b>	<b>12,984,410</b>	<b>19.4</b>

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**MONTGOMERY HILLS PARKING DISTRICT**

	116,430	0.4
<b>FY10 ORIGINAL APPROPRIATION</b>		
<b><u>Other Adjustments (with no service impacts)</u></b>		
Increase Cost: Landscaping Expenses - Montgomery Hills [Parking Facility Maintenance and Engineering]	2,000	0.0
Increase Cost: Annualization of FY10 Personnel Costs - Montgomery Hills	1,530	0.0
Increase Cost: Contract Cashiering at Sales Stores - Montgomery Hills [Parking Operations]	1,210	0.0
Increase Cost: Risk Management Adjustment - Montgomery Hills [Financial Management Program]	820	0.0
Increase Cost: Utilities - Montgomery Hills [Financial Management Program]	550	0.0
Increase Cost: Pest Control - Montgomery Hills [Parking Facility Maintenance and Engineering]	530	0.0
Increase Cost: Retirement Adjustment - Montgomery Hills	230	0.0
Increase Cost: Group Insurance Adjustment - Montgomery Hills	220	0.0
Decrease Cost: Occupational Medical Services Adjustment - Montgomery Hills [Parking Operations]	-10	0.0
Decrease Cost: Other Printing and Mail Reduction - Montgomery Hills [Parking Operations]	-110	0.0
Decrease Cost: Non-local Travel, Dues and Professional Education - Montgomery Hills [Parking Operations]	-130	0.0
Decrease Cost: Lapse Vacant Meter Shop Supervisor Position - Montgomery Hills [Parking Operations]	-270	0.0
Decrease Cost: Abolish Vacant Meter Mechanic Position - Montgomery Hills [Parking Operations]	-330	0.0
Decrease Cost: Motor Pool Rate Adjustment - Montgomery Hills [Parking Facility Maintenance and Engineering]	-510	0.0
Decrease Cost: Furlough Days - Montgomery Hills	-990	0.0
<b>FY11 RECOMMENDED:</b>	<b>121,170</b>	<b>0.4</b>

**SILVER SPRING PARKING DISTRICT**

	10,709,410	25.3
<b>FY10 ORIGINAL APPROPRIATION</b>		
<b><u>Other Adjustments (with no service impacts)</u></b>		
Increase Cost: Utilities- Silver Spring [Financial Management Program]	364,130	0.0
Increase Cost: Retiree Health Insurance Pre-funding - Silver Spring	59,860	0.0
Increase Cost: Emergency Lighting Battery Replacement - Silver Spring [Parking Facility Maintenance and Engineering]	52,000	0.0
Increase Cost: Replace County Police Overtime (\$110,630) with same number of hours in Contract Security (\$35,480) - Silver Spring [Parking Operations]	35,480	0.0
Increase Cost: Contract Cashiering in Sales Stores - Silver Spring [Parking Operations]	32,620	0.0
Increase Cost: Retirement Adjustment - Silver Spring	16,490	0.0
Increase Cost: Group Insurance Adjustment - Silver Spring	13,410	0.0
Increase Cost: Annualization of FY10 Personnel Costs - Silver Spring	6,520	0.0
Increase Cost: Pest Control - Silver Spring [Parking Facility Maintenance and Engineering]	6,170	0.0
Increase Cost: Pay-on-Foot Machine Maintenance - Silver Spring [Parking Operations]	2,690	0.0
Increase Cost: Credit Card Processing Fees - Silver Spring [Parking Operations]	2,550	0.0
Increase Cost: Pay By Space Contract Maintenance - Silver Spring [Parking Operations]	930	0.0
Decrease Cost: Paper and Toner Expenditures - Silver Spring	-590	0.0
Decrease Cost: Occupational Medical Services Adjustment - Silver Spring [Parking Operations]	-650	0.0
Decrease Cost: Other Printing and Mail - Silver Spring [Parking Operations]	-3,120	0.0
Decrease Cost: Printing and Mail Adjustment - Silver Spring [Parking Operations]	-5,210	0.0
Decrease Cost: Non-local Travel, Dues and Professional Memberships - Silver Spring	-7,740	0.0
Decrease Cost: Lapse Vacant Meter Shop Supervisor - Silver Spring [Parking Operations]	-11,620	-0.2
Decrease Cost: Reduce Meter Mechanics from 4 to 3 in January 2011 - Silver Spring [Parking Operations]	-13,630	-0.2
Decrease Cost: Risk Management Adjustment - Silver Spring [Financial Management Program]	-28,530	0.0
Decrease Cost: Motor Pool Rate Adjustment - Silver Spring [Parking Facility Maintenance and Engineering]	-37,070	0.0
Decrease Cost: Furlough Days - Silver Spring	-54,090	-1.0
Decrease Cost: Contract Painting - Silver Spring [Parking Facility Maintenance and Engineering]	-55,000	0.0
Decrease Cost: Other Non-professional Services - Silver Spring [Parking Operations]	-61,420	0.0
Decrease Cost: Closure of Silver Spring Garage 21 for Renovation [Parking Operations]	-106,860	0.0
Decrease Cost: Replace County Police Overtime (\$110,630) with same number of hours in Contract Security (\$35,480) - Silver Spring [Parking Operations]	-110,630	-1.1
<b>FY11 RECOMMENDED:</b>	<b>10,806,100</b>	<b>22.8</b>

**WHEATON PARKING DISTRICT**

	1,296,320	3.5
<b>FY10 ORIGINAL APPROPRIATION</b>		
<b><u>Other Adjustments (with no service impacts)</u></b>		
Increase Cost: Replace Park Police Overtime (\$102,800) with same number of hours in Contract Security (\$40,850) - Wheaton [Parking Operations]	40,850	0.0

	Expenditures	WYs
Increase Cost: Utilities - Wheaton [Financial Management Program]	20,340	0.0
Increase Cost: Retiree Health Insurance Pre-funding - Wheaton	11,220	0.0
Increase Cost: Emergency Lighting Battery Replacement -Wheaton [Parking Facility Maintenance and Engineering]	10,000	0.0
Increase Cost: Contract Cashiering for Sales Stores - Wheaton [Parking Operations]	3,620	0.0
Increase Cost: Retirement Adjustment - Wheaton	2,840	0.0
Increase Cost: Group Insurance Adjustment - Wheaton	2,260	0.0
Increase Cost: Pest Control - Wheaton [Parking Facility Maintenance and Engineering]	2,100	0.0
Increase Cost: Pay By Space Maintenance - Wheaton [Parking Operations]	660	0.0
Increase Cost: Credit Card Processing Fees - Wheaton [Parking Operations]	620	0.0
Decrease Cost: Occupational Medical Services Adjustment - Wheaton [Parking Operations]	-70	0.0
Decrease Cost: Printing and Mail Adjustment - Wheaton [Parking Operations]	-1,060	0.0
Decrease Cost: Non-local Travel, Dues and Professional Education - Wheaton [Management Services and Property Development]	-1,200	0.0
Decrease Cost: Risk Management Adjustment - Wheaton [Financial Management Program]	-1,490	0.0
Decrease Cost: Lapse Vacant Meter Shop Supervisor - Wheaton [Parking Operations]	-1,660	-0.1
Decrease Cost: Reduce Meter Mechanics from 4 to 3 in January 2011 - Wheaton [Parking Operations]	-1,940	-0.1
Decrease Cost: Annualization of FY10 Personnel Costs - Wheaton	-3,920	0.0
Decrease Cost: Motor Pool Rate Adjustment - Wheaton [Parking Facility Maintenance and Engineering]	-4,840	0.0
Decrease Cost: Furlough Days - Wheaton	-8,980	-0.1
Decrease Cost: Contract Painting - Wheaton [Parking Facility Maintenance and Engineering]	-33,370	0.0
Decrease Cost: Replace Park Police Overtime (\$102,800) with same number of hours in Contract Security (\$40,850) - Wheaton [Parking Operations]	-102,800	0.0
<b>FY11 RECOMMENDED:</b>	<b>1,229,500</b>	<b>3.2</b>

## PROGRAM SUMMARY

Program Name	FY10 Approved		FY11 Recommended	
	Expenditures	WYs	Expenditures	WYs
Management Services and Property Development	568,410	9.2	670,520	9.0
Financial Management Program	8,149,980	6.4	10,359,720	5.4
Parking Facility Maintenance and Engineering	4,866,620	20.5	4,692,760	19.7
Parking Operations	9,820,430	14.8	9,418,180	11.7
<b>Total</b>	<b>23,405,440</b>	<b>50.9</b>	<b>25,141,180</b>	<b>45.8</b>

## CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY10		FY11	
		Total\$	WYs	Total\$	WYs
<b>BETHESDA PARKING DISTRICT</b>					
Transit Services	Mass Transit	834,630	5.1	834,630	5.1

## FUTURE FISCAL IMPACTS

Title	CE REC.					
	FY11	FY12	FY13	(\$000's)		
				FY14	FY15	FY16
This table is intended to present significant future fiscal impacts of the department's programs.						
<b>BETHESDA PARKING DISTRICT</b>						
<b>Expenditures</b>						
FY11 Recommended	12,984	12,984	12,984	12,984	12,984	12,984
No inflation or compensation change is included in outyear projections.						
Annualization of Positions Recommended in FY11	0	-14	-14	-14	-14	-14
Abolishment of Meter Mechanic effective January 2011.						
Bethesda Lot 31 Parking Garage	0	0	0	583	777	777
These figures represent the impacts on the Operating Budget (maintenance and utilities) of projects included in the FY11-16 Recommended Capital Improvements Program.						
Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines	0	1	1	2	2	2
Debit/credit card machines for Pay-On-Foot and Pay-By-Space.						
Debt Service	0	1,696	1,702	1,708	1,711	1,711
These figures represent costs associated with debt service including new debt, pay down of existing debt, and fluctuations due to interest						

Title	CE REC.					
	FY11	FY12	FY13	(\$000's)		
	FY14	FY15	FY16			
rate assumptions.						
<b>Emergency Battery Backup in Garages</b> Bi-annual, cyclical replacement	0	-35	0	-35	0	-35
<b>Motor Pool Rate Adjustment</b>	0	26	26	26	26	26
<b>Restore Personnel Costs</b> This represents restoration of funding to remove FY11 furloughs.	0	53	53	53	53	53
<b>Retiree Health Insurance Pre-Funding</b> These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.	0	37	46	55	64	74
<b>Utilities</b> Projected Utilities costs	0	38	78	118	160	160
<b>Subtotal Expenditures</b>	<b>12,984</b>	<b>14,786</b>	<b>14,875</b>	<b>15,479</b>	<b>15,763</b>	<b>15,738</b>

### MONTGOMERY HILLS PARKING DISTRICT

Expenditures						
<b>FY11 Recommended</b> No inflation or compensation change is included in outyear projections.	121	121	121	121	121	121
<b>Motor Pool Rate Adjustment</b>	0	1	1	1	1	1
<b>Restore Personnel Costs</b> This represents restoration of funding to remove FY11 furloughs.	0	1	1	1	1	1
<b>Subtotal Expenditures</b>	<b>121</b>	<b>123</b>	<b>123</b>	<b>123</b>	<b>123</b>	<b>123</b>

### SILVER SPRING PARKING DISTRICT

Expenditures						
<b>FY11 Recommended</b> No inflation or compensation change is included in outyear projections.	10,806	10,806	10,806	10,806	10,806	10,806
<b>Annualization of Positions Recommended in FY11</b> Abolishment of Meter Mechanic effective January 2011.	0	-14	-14	-14	-14	-14
<b>Debit/Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space Machines</b> Debit/credit card machines for Pay-On-Foot and Pay-By-Space.	0	0	0	0	1	1
<b>Debt Service</b> These figures represent costs associated with debt service including new debt, pay down of existing debt, and fluctuations due to interest rate assumptions.	0	1,052	1,052	1,052	1,052	1,052
<b>Emergency Backup Batteries in Garages</b> Bi-annual, cyclical replacement	0	-52	0	-52	0	-52
<b>Motor Pool Rate Adjustment</b>	0	37	37	37	37	37
<b>Restore Personnel Costs</b> This represents restoration of funding to remove FY11 furloughs.	0	54	54	54	54	54
<b>Retiree Health Insurance Pre-Funding</b> These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.	0	30	37	44	51	59
<b>Utilities</b> Projected utilities costs	0	63	128	194	263	263
<b>Subtotal Expenditures</b>	<b>10,806</b>	<b>11,977</b>	<b>12,100</b>	<b>12,122</b>	<b>12,250</b>	<b>12,206</b>

### WHEATON PARKING DISTRICT

Expenditures						
<b>FY11 Recommended</b> No inflation or compensation change is included in outyear projections.	1,230	1,230	1,230	1,230	1,230	1,230
<b>Annualization of Positions Recommended in FY11</b> Abolishment of Meter Mechanic effective January 2011.	0	-2	-2	-2	-2	-2
<b>Emergency Backup Batteries in Garages</b> Bi-annual, cyclical replacement	0	-20	0	-20	0	-20
<b>Motor Pool Rate Adjustment</b>	0	5	5	5	5	5
<b>Restore Personnel Costs</b> This represents restoration of funding to remove FY11 furloughs.	0	9	9	9	9	9
<b>Retiree Health Insurance Pre-Funding</b> These figures represent the estimated cost of the multi-year plan to pre-fund retiree health insurance costs for the County's workforce.	0	6	7	8	10	11
<b>Utilities</b> Projected cost increase	0	4	7	11	15	15
<b>Subtotal Expenditures</b>	<b>1,230</b>	<b>1,231</b>	<b>1,255</b>	<b>1,240</b>	<b>1,266</b>	<b>1,247</b>

## ANNUALIZATION OF PERSONNEL COSTS AND WORKYEARS

	FY11 Recommended		FY12 Annualized	
	Expenditures	WYs	Expenditures	WYs
Decrease Cost: Reduce Meter Mechanics from 4 to 3 in January 2011 - Wheaton [Parking Operations]	-1,940	-0.1	-3,880	-0.2
Decrease Cost: Reduce Meter Mechanics from 4 to 3 in January 2011 - Bethesda [Parking Operations]	-14,280	-0.2	-28,560	-0.4
Decrease Cost: Reduce Meter Mechanics from 4 to 3 in January 2011 - Silver Spring [Parking Operations]	-13,630	-0.2	-27,260	-0.4
<b>Total</b>	<b>-29,850</b>	<b>-0.5</b>	<b>-59,700</b>	<b>-1.0</b>

**FY11-16 PUBLIC SERVICES PROGRAM: FISCAL PLAN**

**BETHESDA PARKING LOT DISTRICT**

FISCAL PROJECTIONS	FY10 ESTIMATE	FY11 REC	FY12 PROJECTION	FY13 PROJECTION	FY14 PROJECTION	FY15 PROJECTION	FY16 PROJECTION
<b>ASSUMPTIONS</b>							
Property Tax Rate: Real/Improved	0.180	0.150	0.150	0.150	0.150	0.150	0.150
Assessable Base: Real/Improved (000)	1,631,100	1,648,500	1,691,000	1,778,100	1,866,500	2,000,200	2,154,000
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.450	0.450	0.450	0.450	0.450	0.450	0.450
Assessable Base: Personal/Improved (000)	219,000	221,300	224,800	227,700	231,000	235,600	239,100
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	13.73%	12.78%	12.78%	12.78%	12.78%	12.78%	12.78%
CPI (Fiscal Year)	1.0%	2.1%	2.3%	2.5%	2.6%	2.8%	3.0%
Investment Income Yield	0.0026	0.0085	0.018	0.0325	0.04	0.045	0.0475
<b>BEGINNING FUND BALANCE</b>	<b>18,440,220</b>	<b>11,835,560</b>	<b>8,102,820</b>	<b>4,859,240</b>	<b>10,003,080</b>	<b>6,134,450</b>	<b>6,659,220</b>
<b>REVENUES</b>							
Taxes	4,205,340	3,541,800	3,624,670	3,777,720	3,934,610	4,170,350	4,434,510
Charges For Services	10,713,340	11,383,940	12,053,320	13,124,150	13,730,400	14,545,950	14,679,830
Fines & Forfeitures	4,971,430	5,400,000	5,508,000	5,618,160	5,674,340	5,731,090	5,788,400
Miscellaneous	331,820	417,620	584,820	7,802,120	2,186,920	1,128,420	1,214,920
<b>Subtotal Revenues</b>	<b>20,221,930</b>	<b>20,743,360</b>	<b>21,770,810</b>	<b>30,322,150</b>	<b>25,526,270</b>	<b>25,575,810</b>	<b>26,117,660</b>
<b>INTERFUND TRANSFERS (Net Non-CIP)</b>							
Transfers To The General Fund	(9,512,470)	(9,373,690)	(9,456,320)	(9,605,000)	(8,310,000)	(8,424,960)	(8,545,390)
Indirect Costs	(615,530)	(487,870)	(260,500)	(239,020)	(241,420)	(243,830)	(246,270)
Savings Plan and MARC reductions	(274,620)	(234,310)	(236,660)	(239,020)	(241,420)	(243,830)	(246,270)
Technology Modernization CIP Project	(294,600)	(215,510)	0	0	0	0	0
Transfers To Special Fds: Tax Supported	(46,310)	(38,050)	(23,840)	0	0	0	0
To Transportation Management District / Bethesda Transportation Solutions	(8,896,940)	(8,885,820)	(9,195,820)	(9,365,980)	(8,068,580)	(8,181,130)	(8,299,120)
To Bethesda Urban District	(1,090,510)	(892,820)	(892,820)	(892,820)	(892,820)	(892,820)	(892,820)
To Mass Transit [PVN]	(2,835,000)	(2,593,000)	(2,795,000)	(2,855,000)	(2,920,000)	(2,990,000)	(3,065,000)
<b>TOTAL RESOURCES</b>	<b>29,149,680</b>	<b>23,205,230</b>	<b>20,417,310</b>	<b>25,576,390</b>	<b>27,219,350</b>	<b>23,285,300</b>	<b>24,231,490</b>
<b>CIP CURRENT REVENUE EXPEND. PSP OPER. BUDGET APPROP/ EXP'S.</b>							
Operating Budget	(5,413,000)	(2,118,000)	(745,000)	(590,000)	(5,416,000)	(590,000)	(590,000)
Retiree Health Insurance Pre-Funding	(8,594,340)	(8,021,130)	(8,101,350)	(8,182,350)	(8,264,180)	(8,346,830)	(8,430,280)
Debt Service: GO Bonds	n/a	n/a	(37,380)	(45,820)	(54,680)	(63,990)	(73,760)
Debt Service: New - Garage 31	(3,269,340)	(3,270,240)	(3,273,140)	(3,279,010)	(3,285,030)	(3,288,660)	(3,293,000)
Restore Personnel Costs	0	(1,693,040)	(3,386,080)	(3,386,080)	(3,386,080)	(3,386,080)	(3,386,080)
Garage 31 Operating Budget Impact	n/a	n/a	14,280	14,280	14,280	14,280	14,280
Motor Pool	n/a	n/a	0	0	(582,750)	(777,000)	(777,000)
Credit Card Fees for POF/PBS	n/a	n/a	(25,640)	(25,640)	(25,640)	(25,640)	(25,640)
Emergency Battery Backup in Garages	n/a	n/a	(570)	(1,170)	(1,790)	(2,400)	(2,400)
Utilities	n/a	n/a	35,000	0	35,000	0	35,000
<b>Subtotal PSP Oper Budget Approp / Exp's</b>	<b>(11,863,680)</b>	<b>(12,984,410)</b>	<b>(14,813,070)</b>	<b>(14,983,310)</b>	<b>(15,668,900)</b>	<b>(16,036,080)</b>	<b>(16,098,640)</b>
<b>OTHER CLAIMS ON FUND BALANCE</b>	<b>(37,440)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USE OF RESOURCES</b>	<b>(17,314,120)</b>	<b>(15,102,410)</b>	<b>(15,558,070)</b>	<b>(15,573,310)</b>	<b>(21,084,900)</b>	<b>(16,626,080)</b>	<b>(16,688,640)</b>
<b>YEAR END FUND BALANCE</b>	<b>11,835,560</b>	<b>8,102,820</b>	<b>4,859,240</b>	<b>10,003,080</b>	<b>6,134,450</b>	<b>6,659,220</b>	<b>7,542,850</b>
<b>END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES</b>							
	40.6%	34.9%	23.8%	39.1%	22.5%	28.6%	31.1%

**Assumptions:**

1. The cash balance includes funds required to be held by the District to cover Bond Covenants. Bond coverage (annual net revenues over debt service requirements) is maintained at about 270 percent in FY11. The minimum requirement is 125 percent.
2. Property tax revenue is assumed to increase over the six years based on an improved assessable base.
3. Investment income is estimated to increase over the six years based upon projected cash balance.
4. Revenue for the air rights lease for Garage 49 are assumed in FY11 through FY16.
5. Large assessable base increases are due to economic growth and new projects coming online.
6. The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY11.
7. These projections are based on the Executive's Recommended Budget and include the revenue and resources assumptions of that budget. FY12-16 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.
8. Parking fine transfer to Mass Transit Fund increases from 75 percent to 100 percent in FY10-13.
9. Garage 31 project schedule is based on the executed General Development Agreement. The Developer has indicated the scheduled may need to be delayed based on the ability to fund the project in the current worldwide credit market. Negotiations regarding this issue are ongoing.

**FY11-16 PUBLIC SERVICES PROGRAM: FISCAL PLAN** **MONTGOMERY HILLS PARKING LOT DISTRICT**

FISCAL PROJECTIONS	FY10 ESTIMATE	FY11 REC	FY12 PROJECTION	FY13 PROJECTION	FY14 PROJECTION	FY15 PROJECTION	FY16 PROJECTION
<b>ASSUMPTIONS</b>							
Property Tax Rate: Real/Improved	0.240	0.240	0.240	0.240	0.240	0.240	0.240
Assessable Base: Real/Improved (000)	26,900	27,200	27,900	29,300	30,800	33,000	35,500
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.600	0.600	0.600	0.600	0.600	0.600	0.600
Assessable Base: Personal/Improved (000)	2,800	2,800	2,800	2,800	2,800	2,900	2,900
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	13.73%	12.78%	12.78%	12.78%	12.78%	12.78%	12.78%
CPI (Fiscal Year)	1.0%	2.1%	2.3%	2.5%	2.6%	2.8%	3.0%
Investment Income Yield	0.0026	0.0085	0.018	0.0325	0.04	0.045	0.0475
<b>BEGINNING FUND BALANCE</b>	<b>164,020</b>	<b>135,180</b>	<b>96,270</b>	<b>72,800</b>	<b>53,330</b>	<b>35,760</b>	<b>22,030</b>
<b>REVENUES</b>							
Taxes	81,470	82,190	83,860	87,200	90,780	96,620	102,590
Charges For Services	30,000	30,000	30,000	30,000	30,000	30,000	30,000
Fines & Forfeitures	28,480	30,940	30,940	30,940	30,940	30,940	30,940
Miscellaneous	200	1,800	2,400	4,000	3,700	3,100	2,300
<b>Subtotal Revenues</b>	<b>140,150</b>	<b>144,930</b>	<b>147,200</b>	<b>152,140</b>	<b>155,420</b>	<b>160,660</b>	<b>165,830</b>
<b>INTERFUND TRANSFERS (Net Non-CIP)</b>							
Transfers To The General Fund	(56,070)	(62,670)	(46,690)	(46,300)	(46,350)	(46,400)	(46,440)
Indirect Costs	(26,480)	(30,730)	(22,480)	(22,090)	(22,140)	(22,190)	(22,230)
Savings Plan and MARC reductions	(5,060)	(4,760)	(4,810)	(4,860)	(4,910)	(4,960)	(5,000)
Regional Services Center	(3,500)	(8,040)	0	0	0	0	0
Transfers To Special Fds: Tax Supported	(17,060)	(17,230)	(17,230)	(17,230)	(17,230)	(17,230)	(17,230)
To Mass Transit	(29,590)	(31,940)	(24,210)	(24,210)	(24,210)	(24,210)	(24,210)
To Mass Transit [PVM]	(1,110)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)
To Mass Transit [PVM]	(28,480)	(30,940)	(23,210)	(23,210)	(23,210)	(23,210)	(23,210)
<b>TOTAL RESOURCES</b>	<b>248,100</b>	<b>217,440</b>	<b>196,780</b>	<b>178,640</b>	<b>162,400</b>	<b>150,020</b>	<b>141,420</b>
<b>PSP OPER. BUDGET APPROP/ EXP'S.</b>							
Operating Budget	(112,920)	(121,170)	(122,382)	(123,606)	(124,842)	(126,090)	(127,351)
Restore Personnel Costs	n/a	n/a	(990)	(990)	(990)	(990)	(990)
Motor Pool	n/a	n/a	(520)	(520)	(520)	(520)	(520)
Utilities	n/a	n/a	(90)	(190)	(290)	(390)	(390)
<b>Subtotal PSP Oper Budget Approp / Exp's</b>	<b>(112,920)</b>	<b>(121,170)</b>	<b>(123,982)</b>	<b>(125,306)</b>	<b>(126,642)</b>	<b>(127,990)</b>	<b>(129,251)</b>
<b>TOTAL USE OF RESOURCES</b>	<b>(112,920)</b>	<b>(121,170)</b>	<b>(123,982)</b>	<b>(125,306)</b>	<b>(126,642)</b>	<b>(127,990)</b>	<b>(129,251)</b>
<b>YEAR END FUND BALANCE</b>	<b>135,180</b>	<b>96,270</b>	<b>72,800</b>	<b>53,330</b>	<b>35,760</b>	<b>22,030</b>	<b>12,170</b>
<b>END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES</b>	<b>54.5%</b>	<b>44.3%</b>	<b>37.0%</b>	<b>29.9%</b>	<b>22.0%</b>	<b>14.7%</b>	<b>8.6%</b>

**Assumptions:**

- Property tax revenue is assumed to increase over the six years based on an improved assessable base.
- Investment income is estimated to increase over the six years based upon projected cash balance.
- The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY11.
- These projections are based on the Executive's Recommended Budget and include the revenue and resources assumptions of that budget. FY12-16 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.

**FY11-16 PUBLIC SERVICES PROGRAM: FISCAL PLAN**

**SILVER SPRING PARKING LOT DISTRICT**

FISCAL PROJECTIONS	FY10 ESTIMATE	FY11 REC	FY12 PROJECTION	FY13 PROJECTION	FY14 PROJECTION	FY15 PROJECTION	FY16 PROJECTION
<b>ASSUMPTIONS</b>							
Property Tax Rate: Real/Improved	0.280	0.280	0.280	0.280	0.280	0.280	0.280
Assessable Base: Real/Improved (000)	1,666,500	1,684,300	1,727,800	1,816,800	1,907,100	2,043,700	2,200,900
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.700	0.700	0.700	0.700	0.700	0.700	0.700
Assessable Base: Personal/Improved (000)	136,900	138,300	140,500	142,300	144,400	147,300	149,500
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	13.73%	12.78%	12.78%	12.78%	12.78%	12.78%	12.78%
CPI (Fiscal Year)	1.0%	2.1%	2.3%	2.5%	2.6%	2.8%	3.0%
Investment Income Yield	0.0026	0.0085	0.018	0.0325	0.04	0.045	0.0475
<b>BEGINNING FUND BALANCE</b>	<b>7,553,520</b>	<b>5,501,950</b>	<b>4,242,180</b>	<b>3,009,950</b>	<b>2,413,050</b>	<b>3,022,920</b>	<b>4,063,730</b>
<b>REVENUES</b>							
Taxes	6,046,360	6,110,580	6,258,580	6,542,260	6,831,930	7,267,980	7,761,920
Charges For Services	9,500,000	10,298,000	10,767,940	11,106,580	11,328,710	11,555,280	11,786,390
Fines & Forfeitures	2,589,290	2,812,500	2,868,750	2,926,130	2,984,650	3,044,340	3,105,230
Miscellaneous	20,000	60,000	130,000	240,000	310,000	360,000	400,000
<b>Subtotal Revenues</b>	<b>18,155,650</b>	<b>19,281,080</b>	<b>20,025,270</b>	<b>20,814,970</b>	<b>21,455,290</b>	<b>22,227,600</b>	<b>23,053,540</b>
<b>INTERFUND TRANSFERS (Net Non-CIP)</b>							
Transfers To The General Fund	(6,238,490)	(7,738,750)	(6,348,190)	(6,448,320)	(5,849,250)	(5,990,620)	(6,108,900)
Indirect Costs	(291,580)	(251,780)	(254,300)	(256,840)	(259,410)	(262,010)	(264,630)
Repayment to General Fund	(45,000)	(1,600,000)	0	0	0	0	0
Savings Plan and MARC reductions	(293,630)	(257,760)	0	0	0	0	0
Technology Modernization CIP	(53,640)	(44,360)	(27,790)	0	0	0	0
Transfers To Special Fds: Tax Supported	(5,554,640)	(5,584,850)	(6,066,100)	(6,191,480)	(5,589,840)	(5,728,610)	(5,844,270)
To Transportation Management District	(852,350)	(967,350)	(967,350)	(967,350)	(967,350)	(967,350)	(967,350)
To Mass Transit (PVN)	(2,589,290)	(2,812,500)	(2,868,750)	(2,926,130)	(2,234,490)	(2,283,260)	(2,328,920)
To Silver Spring Urban District	(2,113,000)	(1,805,000)	(2,230,000)	(2,298,000)	(2,388,000)	(2,478,000)	(2,548,000)
<b>TOTAL RESOURCES</b>	<b>19,470,680</b>	<b>17,044,280</b>	<b>17,919,260</b>	<b>17,376,600</b>	<b>18,019,090</b>	<b>19,259,900</b>	<b>21,008,370</b>
<b>CIP CURRENT REVENUE EXPEND.</b>							
<b>PSP OPER. BUDGET APPROP/ EXP'S.</b>	<b>(3,523,000)</b>	<b>(1,996,000)</b>	<b>(2,906,000)</b>	<b>(2,820,000)</b>	<b>(2,730,000)</b>	<b>(2,700,000)</b>	<b>(2,700,000)</b>
Operating Budget	(10,415,780)	(10,806,100)	(10,886,918)	(10,903,431)	(11,004,345)	(11,106,266)	(11,209,204)
Retiree Health Insurance Pre-Funding	n/a	n/a	(29,900)	(36,660)	(43,750)	(51,200)	(59,020)
Debt Service: Other (Non-Tax Funds only)	0	0	(1,051,680)	(1,051,680)	(1,051,680)	(1,051,680)	(1,051,380)
Restore Personnel Costs	n/a	n/a	13,630	13,630	13,630	13,630	13,630
Motor Pool	n/a	n/a	(37,380)	(37,380)	(37,380)	(37,380)	(37,380)
Emergency Battery Backup in Garages	n/a	n/a	52,000	0	52,000	0	52,000
Utilities	n/a	n/a	(62,940)	(127,770)	(194,250)	(262,720)	(262,720)
Credit Card Fees for POF/PBS	n/a	n/a	(120)	(260)	(400)	(550)	(550)
<b>Subtotal PSP Oper Budget Approp / Exp's</b>	<b>(10,415,780)</b>	<b>(10,806,100)</b>	<b>(12,003,308)</b>	<b>(12,143,551)</b>	<b>(12,266,175)</b>	<b>(12,496,166)</b>	<b>(12,554,624)</b>
<b>OTHER CLAIMS ON FUND BALANCE</b>	<b>(29,950)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USE OF RESOURCES</b>	<b>(13,968,730)</b>	<b>(12,802,100)</b>	<b>(14,909,308)</b>	<b>(14,963,551)</b>	<b>(14,996,175)</b>	<b>(15,196,166)</b>	<b>(15,254,624)</b>
<b>YEAR END FUND BALANCE</b>	<b>5,501,950</b>	<b>4,242,180</b>	<b>3,009,950</b>	<b>2,413,050</b>	<b>3,022,920</b>	<b>4,063,730</b>	<b>5,753,750</b>
<b>END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES</b>							
	<b>28.3%</b>	<b>24.9%</b>	<b>16.8%</b>	<b>13.9%</b>	<b>16.8%</b>	<b>21.1%</b>	<b>27.4%</b>

**Assumptions:**

- Property tax revenue is assumed to increase over the six years based on an improved assessable base.
- Investment income is estimated to increase over the six years based upon projected cash balance.
- Large assessable base increases are due to economic growth and new projects coming online.
- The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY11.
- These projections are based on the Executive's Recommended Budget and include the revenue and resources assumptions of that budget. FY12-16 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.
- Parking fine transfer to Mass Transit Fund increases from 75 percent to 100 percent in FY10-13.

**FY11-16 PUBLIC SERVICES PROGRAM: FISCAL PLAN**

**WHEATON PARKING LOT DISTRICT**

FISCAL PROJECTIONS	FY10 ESTIMATE	FY11 REC	FY12 PROJECTION	FY13 PROJECTION	FY14 PROJECTION	FY15 PROJECTION	FY16 PROJECTION
<b>ASSUMPTIONS</b>							
Property Tax Rate: Real/Improved	0.240	0.240	0.240	0.240	0.240	0.240	0.240
Assessable Base: Real/Improved (000)	166,800	168,600	172,900	181,800	190,800	204,500	220,200
Property Tax Collection Factor: Real Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Property Tax Rate: Personal/Improved	0.600	0.600	0.600	0.600	0.600	0.600	0.600
Assessable Base: Personal/Improved (000)	10,400	10,500	10,700	10,800	11,000	11,200	11,400
Property Tax Collection Factor: Personal Property	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%	99.4%
Indirect Cost Rate	13.73%	12.78%	12.78%	12.78%	12.78%	12.78%	12.78%
CPI (Fiscal Year)	1.0%	2.1%	2.3%	2.5%	2.6%	2.8%	3.0%
Investment Income Yield	0.0026	0.0085	0.018	0.0325	0.04	0.045	0.0475
<b>BEGINNING FUND BALANCE</b>	<b>547,010</b>	<b>176,390</b>	<b>150,640</b>	<b>207,430</b>	<b>271,260</b>	<b>380,650</b>	<b>505,220</b>
<b>REVENUES</b>							
Taxes	472,350	477,230	488,980	511,110	534,070	568,370	607,430
Charges For Services	805,000	805,000	821,100	829,310	837,600	845,980	854,440
Fines & Forfeitures	520,000	585,000	596,700	602,670	608,690	614,780	620,930
Miscellaneous	2,100	4,700	6,900	11,500	17,500	22,600	26,900
<b>Subtotal Revenues</b>	<b>1,799,450</b>	<b>1,871,930</b>	<b>1,913,680</b>	<b>1,954,590</b>	<b>1,997,860</b>	<b>2,051,730</b>	<b>2,109,700</b>
<b>INTERFUND TRANSFERS (Net Non-CIP)</b>							
Transfers To The General Fund	(394,020)	(511,180)	(465,990)	(462,540)	(462,910)	(463,350)	(463,760)
Indirect Costs	(89,700)	(88,730)	(43,540)	(40,090)	(40,460)	(40,900)	(41,310)
Savings Plan and MARC reductions	(43,790)	(39,300)	(39,700)	(40,090)	(40,460)	(40,900)	(41,310)
Technology Modernization CIP	(38,800)	(43,290)	0	0	0	0	0
Transfers To Special Fds: Tax Supported	(7,110)	(6,140)	(3,840)	0	0	0	0
To Mass Transit (MATS)	(304,320)	(422,450)	(422,450)	(422,450)	(422,450)	(422,450)	(422,450)
To Wheaton Urban District	(12,000)	(130,130)	(130,130)	(130,130)	(130,130)	(130,130)	(130,130)
	(292,320)	(292,320)	(292,320)	(292,320)	(292,320)	(292,320)	(292,320)
<b>TOTAL RESOURCES</b>	<b>1,952,440</b>	<b>1,537,140</b>	<b>1,598,330</b>	<b>1,699,480</b>	<b>1,806,210</b>	<b>1,969,030</b>	<b>2,151,160</b>
<b>CIP CURRENT REVENUE EXPEND.</b>							
<b>PSP OPER. BUDGET APPROP/ EXPS.</b>	<b>(513,000)</b>	<b>(157,000)</b>	<b>(157,000)</b>	<b>(157,000)</b>	<b>(157,000)</b>	<b>(157,000)</b>	<b>(157,000)</b>
Operating Budget	(1,257,440)	(1,229,500)	(1,241,800)	(1,254,210)	(1,266,460)	(1,279,430)	(1,292,220)
Retiree Health Insurance	n/a	n/a	(5,610)	(6,870)	(8,200)	(9,600)	(11,070)
Restore Personnel Costs	n/a	n/a	1,940	1,940	1,940	1,940	1,940
Credit Card Bank Fees for Pay-On-Foot and Pay-By-Space	n/a	n/a	(30)	(60)	(90)	(130)	(130)
Emergency Battery Backup	n/a	n/a	20,000	0	20,000	0	20,000
Utilities	n/a	n/a	(3,520)	(7,140)	(10,870)	(14,710)	(14,710)
Motor Pool	n/a	n/a	(4,880)	(4,880)	(4,880)	(4,880)	(4,880)
<b>Subtotal PSP Oper Budget Approp / Exp's</b>	<b>(1,257,440)</b>	<b>(1,229,500)</b>	<b>(1,233,900)</b>	<b>(1,271,220)</b>	<b>(1,268,560)</b>	<b>(1,306,810)</b>	<b>(1,301,070)</b>
<b>OTHER CLAIMS ON FUND BALANCE</b>	<b>(5,610)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USE OF RESOURCES</b>	<b>(1,776,050)</b>	<b>(1,386,500)</b>	<b>(1,390,900)</b>	<b>(1,428,220)</b>	<b>(1,425,560)</b>	<b>(1,463,810)</b>	<b>(1,458,070)</b>
<b>YEAR END FUND BALANCE</b>	<b>176,390</b>	<b>150,640</b>	<b>207,430</b>	<b>271,260</b>	<b>380,650</b>	<b>505,220</b>	<b>693,090</b>
<b>END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES</b>	<b>9.0%</b>	<b>9.8%</b>	<b>13.0%</b>	<b>16.0%</b>	<b>21.1%</b>	<b>25.7%</b>	<b>32.2%</b>

**Assumptions:**

- Property tax revenue is assumed to increase over the six years based on an improved assessable base.
- Investment income is estimated to increase over the six years based upon projected cash balance.
- The labor contract with the Municipal and County Government Employees Organization, Local 1994, expires at the end of FY11.
- These projections are based on the Executive's Recommended Budget and include the revenue and resources assumptions of that budget. FY12-16 expenditures are based on the "major, known commitments" of elected officials and include negotiated labor agreements, estimates of compensation and inflation cost increases, the operating costs of capital facilities, the fiscal impact of approved legislation or regulations, and other programmatic commitments. They do not include unapproved service improvements. The projected future expenditures, revenues, and fund balance may vary based on changes to fee or tax rates, usage, inflation, future labor agreements, and other factors not assumed here.

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FY10 Adopted Parking Security Patrol Budget				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours	1,700	1,700	0	3,400
Cost	\$110,630	\$110,630	\$0	\$221,260
Total Park Police	0	0	1,958	1,958
Cost	\$0	\$0	\$102,800	\$102,800
Total Sworn Officer Patrol Hours	1,700	1,700	1,958	5,358
Cost	\$110,630	\$110,630	\$102,800	\$324,060
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours	24,581	37,823	6,410	68,814
Cost	\$528,491	\$813,204	\$137,822	\$1,479,517
Clean & Safe Team	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	0	6,000	0	6,000
Cost	\$0	\$104,865	\$0	\$104,865
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	26,281	45,523	8,368	80,172
PLD Cost	\$639,121	\$1,028,699	\$240,622	\$1,908,442

Change from FY10 Adopted to FY11 CE Recommended Parking Security Patrol Budget				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours-Change	(1,700)	(1,700)	0	(3,400)
Cost-Change	(\$110,630)	(\$110,630)	\$0	(\$221,260)
Total Park Police-Change	0	0	(1,958)	(1,958)
Cost-Change	\$0	\$0	(\$102,800)	(\$102,800)
Total Sworn Officer Patrol Hours-Change	(1,700)	(1,700)	(1,958)	(5,358)
Cost-Change	(\$110,630)	(\$110,630)	(\$102,800)	(\$324,060)
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours-Change	1,700	1,700	1,958	5,358
Cost-Change	\$36,550	\$36,550	\$42,097	\$115,197
Clean & Safe Team	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours-Change	0	0	0	0
Cost-Change	\$0	\$2,097	\$0	\$2,097
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours-Change FY10 to FY11	0	0	0	0
PLD Cost-Change FY10 to FY11	(\$74,080)	(\$71,983)	(\$60,703)	(\$206,766)

FY11 CE RECOMMENDED PARKING SECURITY BUDGET				
Sworn Officer Patrols	Bethesda	Silver Spring	Wheaton	Total
Total County Police Hours	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Total Park Police	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Total Sworn Officer Patrol Hours	0	0	0	0
Cost	\$0	\$0	\$0	\$0
Contract Security Guards	Bethesda	Silver Spring	Wheaton	Total
Scheduled Patrol Hours (estimated)	26,281	39,523	8,368	74,172
Cost	\$565,041	\$849,754	\$179,919	\$1,594,714
Clean & Safe Team	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	0	6,000	0	6,000
Cost	\$0	\$106,962	\$0	\$106,962
Total	Bethesda	Silver Spring	Wheaton	Total
Total Patrol Hours	26,281	45,523	8,368	80,172
PLD Cost	\$565,041	\$956,716	\$179,919	\$1,701,676

\* Silver Spring Total Cost includes \$9,019 of Montg H

\*increased cost of 3.0 WY

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## Pay By Cell Phone Pilot Program

### *The System*

Pay By Cell Phone is a parking payment system that allows a customer to park at a space and make payment through an on-line accessible customer account backed by a credit card. This system has been commonly available in Europe for a number of years and is now becoming available in the United States. To use the system a customer begins by parking at a designated signed Pay By Cell Phone space. The signage directs you to call a local or toll free telephone number. Typically the telephone is answered by an Interactive Voice Recording (IVR) system. The system will note the telephone number you have called from and cross reference this to an account. It then asks for the parking space number. The space number is prominently displayed at the space with the call-in number. The system then asks you to input the duration you would like to park. If you have pre-registered or have an existing on-line account your parking session has been started and you may hang up. If you are a first time user you may be directed to a customer service representative to create an account or this may be done through IVR prompts. Some systems only allow initial registration to be done on-line.

For most systems, when your parking session is about to expire you receive a text message or an email asking if you would like to add additional time to your parking session. You may only add time up to the maximum time for that space. Most systems can easily deal with varying time restrictions and meter rates. Most also allow customers to call in and terminate any parking session in progress. In this case the customer is only charged per minute for the time actually parked.

Typically the customer is charged a convenience fee for the use of the system. Convenience fees are typically in the range of \$0.25 to \$0.50 per parking session and are collected directly by the system provider to cover system costs and profit to the provider.

### *The Pilot*

Parking staff have been monitoring industry issues associated with deployment of such a system for a few years and proposed a 90 day pilot program as part of the FY10 budget. One time funding for the Pilot was approved by Council as part of the FY10 budget. Although this was only a 90 day test, in a limited area, staff were aware there was considerable interest by a number of vendors and choose to proceed to follow a full Request for Proposals (RFP) process in selecting a system provider. MobilNow was ultimately selected as the vendor and the Pilot was started effective January 4, 2010.

The Pilot area included approximately 1,200 individually metered spaces located on Lot 31, in the Elm Street Garage and on the streets between the two facilities in southern Bethesda. This is a very busy area with County public parking serving the Bethesda Row development.

The objectives of the Pilot were to gauge public acceptance and ease of use while also identifying any issues associated with adequate and accurate parking enforcement.

## *Success*

The Pilot has proven to be successful in all areas. So as not to raise public expectations too high for only a limited area pilot effort, the Pilot was launched with very little publicity. For instance, the County did not even issue a press release. Customer use has, however, built steadily since the program began. As of April 2, 2010, a total of over 1,900 customers had created accounts and 6,749 individual parking sessions have been booked. These numbers have increased each week with an average day now totaling over 150 sessions. The number of pay by cell phone sessions currently represents approximately 6% of our overall daily use of the pilot parking spaces.

Although we have no specific customer survey data we have received a number of very positive calls and emails regarding the service. The public who are interested in participating seem to find the system relatively easy to use. One would expect the system to appeal to the more tech savvy and early adopters but, even if it is used by a relatively small percentage of our overall customer base, it is very popular with this population.

Technically the system has worked well. We have had little difficulty reconciling customer payments and revenue bank deposits. Our enforcement officers have been able to easily access the parking session database so that they can verify if a space is paid or unpaid. The system does involve an added procedural step for enforcement but it has had no effect on the accuracy of citations issued. We continue to work with the vendor to establish the most efficient cross referencing system possible for enforcement.

The parking ticket database is not capable of cross referencing parking tickets issued to specific geographic areas accurately enough to establish before and after ticket counts. We believe, however, any reduction in parking fine revenue would be least partially offset by greater fee revenue due to the new ease of payment.

## *Countywide System*

Based on the success of the Pilot, staff have prepared and submitted to the Office of Procurement an RFP for a full scale countywide pay by cell phone system. That RFP is currently under review. The new system is planned to be implemented without any County start-up costs. The RFP calls for the vendor to fund all signage and advertising through the customer convenience fee. As a result, no funding for this program is requested in the FY11 recommended budget. The system is planned to be implemented in all four PLDs as well as the North Bethesda TMD. The system would be easily expandable to any future paid parking areas. We plan to have the new vendor in place within six months.

Staff also requested the current Pilot to be continued until a new County wide system vendor could be put in place. The extension of the current pilot area contract was approved by the Contract Review Committee on March 25, 2010. This will allow those customers who currently have pay by cell phone accounts to continue to use them until they can be converted to the new vendor's system. Thus, there will be no break in service for these customers as we make our transition to a County wide system.

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# Transit Services

## MISSION STATEMENT

The mission of the Division of Transit Services is to provide an effective mix of public transportation services in Montgomery County.

## BUDGET OVERVIEW

The total recommended FY11 Operating Budget for the Division of Transit Services is \$105,380,500, a decrease of \$8,565,820 or 7.5 percent from the FY10 Approved Budget of \$113,946,320. Personnel Costs comprise 55.2 percent of the budget for 778 full-time positions and seven part-time positions for 789.1 workyears. Operating Expenses account for the remaining 44.8 percent of the FY11 budget.

The general obligation bond Debt Service for the Mass Transit Fund is appropriated in the Debt Service Fund and is not displayed in this section. To pay for the Debt Service, a transfer of funds from the Mass Transit Fund to the Debt Service Fund of \$3,489,700 is required.

In addition, this department's Capital Improvements Program (CIP) requires Current Revenue funding.

## LINKAGE TO COUNTY RESULT AREAS

While this program area supports all eight of the County Result Areas, the following are emphasized:

- ❖ *An Effective and Efficient Transportation Network*
- ❖ *Healthy and Sustainable Neighborhoods*
- ❖ *Vital Living for All of Our Residents*

## DEPARTMENT PERFORMANCE MEASURES

Performance measures for this department are included below, with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY10 estimates incorporate the effect of the FY10 savings plan. The FY11 and FY12 targets assume the recommended FY11 budget and FY12 funding for comparable service levels.

## ACCOMPLISHMENTS AND INITIATIVES

- ❖ *Opened new Transportation, Resources, Information, and Places to See (TRiPS) Commuter Store in Friendship Heights*
- ❖ *Implemented new Computer Aided Dispatch/Automatic Vehicle Locator in all Ride On depots, providing real-time location of bus, a stable communication system, and a base from which to implement automated transit information.*
- ❖ *Implemented new Round Rockville service in partnership with the City of Rockville to provide enhanced service to Rockville Town Center.*

## PROGRAM CONTACTS

Contact Darlene Flynn of the Division of Transit Services at 240.777.5807 or Brady Goldsmith of the Office of Management and Budget at 240.777.2793 for more information regarding this department's operating budget.

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## PROGRAM DESCRIPTIONS

### Special Transportation Programs

Special Transportation Programs provide: transportation to and from Medicaid appointments for those eligible; a user-side subsidy program that provides travel options for low-income elderly and disabled; and information on all public transportation programs available to seniors and persons with disabilities.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>7,888,670</b>	<b>7.4</b>
Decrease Cost: Printing for Call N Ride booklet (one book per month)	-5,480	0.0
Decrease Cost: Taxi Service in Medicaid grants to match actuals	-171,180	0.0
Reduce: Call N Ride to one book a month	-1,774,620	0.0
Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	4,490	0.5
<b>FY11 CE Recommended</b>	<b>5,941,880</b>	<b>7.9</b>

### Ride On

Fixed-route bus service is provided by the Ride On system throughout the County. Ride On operates primarily in neighborhoods and provides a collector and distributor service to the major transfer points and transit centers in the County. Ride On supplements and coordinates with Metrobus and Metrorail service provided by the Washington Metropolitan Area Transit Authority. The Ride On transit program operates and manages more than 80 routes; maintains a strategic plan for replacement of the bus fleet; maintains the buildings and bus parking lots at the Silver Spring and Gaithersburg Operations Centers; trains new bus operators and provides continuing safety instruction for existing operators; coordinates activities with the Advanced Transportation Management Center; and operates Ride On's centralized radio system.

<b>Program Performance Measures</b>	<b>Actual FY08</b>	<b>Actual FY09</b>	<b>Estimated FY10</b>	<b>Target FY11</b>	<b>Target FY12</b>
Passengers transported per capita (ratio of the number of passengers boarding a Ride On bus within the fiscal year and the County population)	30.7	31.2	28.1	27.6	27.6
Percent of Ride-On customers who report a satisfactory customer service experience <sup>1</sup>					
Passengers per hour of Service <sup>2</sup>	27.0	27.0	25.2	25.8	25.6
Hours of Service	1,100,358	1,096,930	1,061,551	1,015,420	1,015,420
Scheduled Ride On roundtrip circuits missed, in whole or in part, per 1,000 roundtrip circuits	5.0	5.02	5.9	5.9	5.9
Reported Ride-On complaints per 100,000 bus riders	14.2	13.6	14.2	15.0	15.0
Passengers Transported (millions)	29.7	29.6	26.7	26.2	26.2
Number of reported collisions between Ride On buses and a person or object, per 100,000 miles driven	4.1	3.95	4.3	4.3	4.3

<sup>1</sup> New measure; data to be collected in the future.

<sup>2</sup> FY10 experienced a drop in ridership, department anticipates a 3% increase in FY11

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>91,461,060</b>	<b>780.2</b>
Decrease Cost: Occupational Medical Services Adjustment	-94,840	0.0
Reduce: Change three holiday schedules for FY11	-176,430	0.0
Decrease Cost: Motor Pool Rate Adjustment	-364,940	0.0
Decrease Cost: Risk Management Adjustment	-586,250	0.0
Eliminate: Security Transit Grant	-996,530	-2.4
Reduce: Ride On Service throughout the county	-2,683,900	-30.0
Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-688,270	-28.8
<b>FY11 CE Recommended</b>	<b>85,869,900</b>	<b>719.0</b>

### Commuter Services

The Commuter Services program centralizes commuter services efforts and promotes transportation alternatives to the single occupant vehicle in Silver Spring, Bethesda, Wheaton, North Bethesda, Friendship Heights, and other areas of the County. The program provides efficient and coordinated administrative support for services to employers and employees or residents. It uses existing organizations, such as Urban Districts, as advisory organizations. The Silver Spring Transportation System Management District, the North Bethesda Transportation Management District (TMD), the Friendship Heights TMD, and the Bethesda TMD were created by County law. In Wheaton, efforts are focused on a transportation policy planning area.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>4,100,680</b>	<b>13.5</b>
Eliminate: Suspend Wheaton Super Fare Share	-8,270	0.0
Decrease Cost: North Bethesda Transportation Management District	-59,240	0.0
Decrease Cost: Bethesda Transportation Solutions	-63,270	0.0
Eliminate: Suspend Fare Share Program	-79,850	0.0
Eliminate: Suspend Friendship Heights Super Fareshare	-127,000	0.0
Eliminate: Suspend North Bethesda Super Fare Share	-210,000	0.0
Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-197,290	-0.5
<b>FY11 CE Recommended</b>	<b>3,355,760</b>	<b>13.0</b>

### **Taxi Regulation**

The Taxi Regulation program is responsible for issuance, enforcement, renewal, and management of passenger vehicle licenses and taxicab driver IDs. This program administers the taxicab regulation, licensing, and permit activities.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>762,760</b>	<b>6.8</b>
Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	15,410	0.0
<b>FY11 CE Recommended</b>	<b>778,170</b>	<b>6.8</b>

### **Customer Service**

The Customer Service program operates the Transit Information Center (TIC) to provide bus route and rail information to the public. The TIC manages the distribution of transit timetables and responses to citizen inquiries. The program conducts marketing and promotional activities to reach potential riders and provides the public and employers with easier access to fare media to encourage ridership.

The Customer Service program also provides community outreach to civic and community groups, senior organizations and residential sites. This community outreach effort strives to inform citizens of programs and services for fixed routes and services for seniors and persons with disabilities.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>1,569,520</b>	<b>11.7</b>
Decrease Cost: Internal printing reduction	-23,570	0.0
Decrease Cost: Printing schedules and other transit information	-34,310	0.0
Decrease Cost: Elimination of One-Time Items Approved in FY10	-50,000	0.0
Shift: Transfer positions to Public Information Office to staff MC311 Call Center	-242,420	-2.0
Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	68,110	-1.5
<b>FY11 CE Recommended</b>	<b>1,287,330</b>	<b>8.2</b>

### **Transit Parking Facility Maintenance**

The Transit Parking Facility Maintenance program funds the operation and maintenance of the Park & Ride and Commuter Rail Parking Lots as well as the Lakeforest and Germantown Transit Centers. The Division of Operations provides and manages the maintenance services at the Park & Ride and Commuter Rail lots as well as the Lakeforest Transit Center.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>285,190</b>	<b>1.2</b>
<b>FY11 CE Recommended</b>	<b>285,190</b>	<b>1.2</b>

### **Transit Operations Planning and Control**

The Transit Operations Planning and Control program provides comprehensive, coordinated, and integrated services to assure the County's transit needs are met. To accomplish this objective, the program plans and schedules Metrobus and Ride On service; evaluates and develops Ride On schedules; and coordinates bus service with the Washington Metropolitan Area Transit Authority.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>1,880,140</b>	<b>18.1</b>
Increase Cost: Technical adjustment increased personnel costs	139,790	0.0
Increase Cost: Computer Aided Dispatch/Automatic Vehicle Locator system maintenance	88,000	0.0
Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	116,130	0.0
<b>FY11 CE Recommended</b>	<b>2,224,060</b>	<b>18.1</b>

### **Passenger Facilities**

The Passenger Facilities program provides for the safe, comfortable, clean, and accessible entry for transit customers into the transit system. The program is responsible for supervising the construction and maintenance of bus shelters and the collection of the County's share of revenues generated through advertising sales, as provided under a 15-year franchise agreement. It is also responsible for the purchase, installation, maintenance and replacement of all equipment, including but not limited to bus benches, trash receptacles, transit information display units, bus stop passenger alert lights (beacons), and other passenger amenities. The program installs and maintains all system signage, including poles and bus stop flags.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>858,420</b>	<b>3.0</b>
<b>FY11 CE Recommended</b>	<b>858,420</b>	<b>3.0</b>

### **Fixed Costs**

The Fixed Costs program contains certain cost items that involve long-term funding commitments independent of the annual scope of program costs. Fixed costs included in this category are utility payments and insurance. Casualty insurance for Ride On is provided through the Division of Risk Management. The costs are required or "fixed" based on the existence of the programs, but the actual amount is based on anticipated rates and the proposed size and scope of the related unit or program.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>2,680,790</b>	<b>0.7</b>
Decrease Cost: Master Lease Payments	-307,300	0.0
<b>FY11 CE Recommended</b>	<b>2,373,490</b>	<b>0.7</b>

### **Administration**

The Administration program provides general management, planning, supervision, and support for the Division. It performs financial management tasks, administers contracts, manages grants, provides personnel management functions, and provides Montgomery County's financial support to the Washington Suburban Transit Commission.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>2,459,090</b>	<b>12.1</b>
Decrease Cost: Paper and toner purchase reduction	-6,120	0.0
Decrease Cost: Printing and Mail Adjustment	-27,640	0.0
Miscellaneous adjustments, including furloughs, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting more than one program	-19,030	-0.9
<b>FY11 CE Recommended</b>	<b>2,406,300</b>	<b>11.2</b>

# BUDGET SUMMARY

	Actual FY09	Budget FY10	Estimated FY10	Recommended FY11	% Chg Bud/Rec
<b>MASS TRANSIT</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	45,085,824	43,553,230	45,517,150	40,993,500	-5.9%
Employee Benefits	14,774,646	15,216,870	14,857,860	15,454,700	1.6%
<b>Mass Transit Personnel Costs</b>	<b>59,860,470</b>	<b>58,770,100</b>	<b>60,375,010</b>	<b>56,448,200</b>	<b>-4.0%</b>
Operating Expenses	50,297,343	49,687,700	47,888,150	44,603,230	-10.2%
Capital Outlay	-171,845	0	0	0	—
<b>Mass Transit Expenditures</b>	<b>109,985,968</b>	<b>108,457,800</b>	<b>108,263,160</b>	<b>101,051,430</b>	<b>-6.8%</b>
<b>PERSONNEL</b>					
Full-Time	764	795	795	763	-4.0%
Part-Time	122	4	4	7	75.0%
Workyears	848.1	829.5	829.5	766.6	-7.6%
<b>REVENUES</b>					
Montgomery College U-Pass	550,000	550,000	550,000	638,000	16.0%
Investment Income	307,479	260,000	50,000	140,000	-46.2%
Other	40,038	500,000	0	0	—
Property Tax	66,853,002	65,880,660	65,527,970	66,227,040	0.5%
State Aid: Ride On	1,165,000	22,092,540	44,178,080	22,089,040	0.0%
State Aid: Rural Fixed Route	319,335	286,000	309,950	309,950	8.4%
State Aid: Call 'N Ride	409,958	379,110	379,110	379,110	—
State Aid: MARC Shuttle	49,286	37,430	37,430	37,430	—
Bus Shelter Advertising	399,753	520,000	230,000	230,000	-55.8%
Ride On Bus Advertising	377,831	270,830	330,000	330,000	21.8%
Ride On Fare Revenue	15,110,000	14,531,620	14,749,120	15,441,370	6.3%
Taxicab Licensing	571,439	809,370	809,370	809,370	—
Metro Police Parking Violations	0	500,000	500,000	500,000	—
North Bethesda TMD	935,764	1,144,190	1,139,990	1,139,990	-0.4%
Developer Contributions	214,415	50,000	50,000	50,000	—
Get-In Revenue	3,226	31,200	0	0	—
Call 'N Ride & Same Day Access Revenue	450,150	606,340	476,250	242,050	-60.1%
TMD Fees	182,041	237,020	237,020	245,000	3.4%
<b>Mass Transit Revenues</b>	<b>87,938,717</b>	<b>108,686,310</b>	<b>129,554,290</b>	<b>108,808,350</b>	<b>0.1%</b>
<b>GRANT FUND MCG</b>					
<b>EXPENDITURES</b>					
Salaries and Wages	1,216,018	1,395,170	1,397,840	1,221,540	-12.4%
Employee Benefits	435,012	460,800	458,130	481,380	4.5%
<b>Grant Fund MCG Personnel Costs</b>	<b>1,651,030</b>	<b>1,855,970</b>	<b>1,855,970</b>	<b>1,702,920</b>	<b>-8.2%</b>
Operating Expenses	2,530,864	3,001,220	2,810,320	2,626,150	-12.5%
Capital Outlay	7,032,823	631,330	979,680	0	—
<b>Grant Fund MCG Expenditures</b>	<b>11,214,717</b>	<b>5,488,520</b>	<b>5,645,970</b>	<b>4,329,070</b>	<b>-21.1%</b>
<b>PERSONNEL</b>					
Full-Time	16	15	15	15	—
Part-Time	0	0	0	0	—
Workyears	23.3	25.2	25.2	22.5	-10.7%
<b>REVENUES</b>					
ARRA Transit Grant	0	0	350,000	0	—
Access-To-Jobs	672,948	582,270	582,270	582,940	0.1%
Bus Replacement Grant	2,776,958	0	0	0	—
COG Grant	156,815	151,400	151,400	158,985	5.0%
COG New JARC Grant	48,312	0	0	0	—
Commuter Assistance: Ridesharing	372,049	372,070	372,070	372,070	—
Federal Capital Bus Grant	3,598,384	0	0	0	—
State Medicaid	2,545,970	3,386,250	3,193,700	3,215,070	-5.1%
State Transit Grant	657,481	0	0	0	—
Transit Security Grant	131,515	996,530	996,530	0	—
<b>Grant Fund MCG Revenues</b>	<b>10,960,432</b>	<b>5,488,520</b>	<b>5,645,970</b>	<b>4,329,065</b>	<b>-21.1%</b>
<b>DEPARTMENT TOTALS</b>					
<b>Total Expenditures</b>	<b>121,200,685</b>	<b>113,946,320</b>	<b>113,909,130</b>	<b>105,380,500</b>	<b>-7.5%</b>
<b>Total Full-Time Positions</b>	<b>780</b>	<b>810</b>	<b>810</b>	<b>778</b>	<b>-4.0%</b>
<b>Total Part-Time Positions</b>	<b>122</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>75.0%</b>
<b>Total Workyears</b>	<b>871.4</b>	<b>854.7</b>	<b>854.7</b>	<b>789.1</b>	<b>-7.7%</b>
<b>Total Revenues</b>	<b>98,899,149</b>	<b>114,174,830</b>	<b>135,200,260</b>	<b>113,137,415</b>	<b>-0.9%</b>

# FY11 RECOMMENDED CHANGES

	Expenditures	WYs
<b>MASS TRANSIT</b>		
<b>FY10 ORIGINAL APPROPRIATION</b>	<b>108,457,800</b>	<b>829.5</b>
<b><u>Changes (with service impacts)</u></b>		
Eliminate: Suspend Wheaton Super Fare Share [Commuter Services]	-8,270	0.0
Eliminate: Suspend Fare Share Program [Commuter Services]	-79,850	0.0
Eliminate: Suspend Friendship Heights Super Fareshare [Commuter Services]	-127,000	0.0
Reduce: Change three holiday schedules for FY11 [Ride On]	-176,430	0.0
Eliminate: Suspend North Bethesda Super Fare Share [Commuter Services]	-210,000	0.0
Reduce: Call N Ride to one book a month [Special Transportation Programs]	-1,774,620	0.0
Reduce: Ride On Service throughout the county [Ride On]	-2,683,900	-30.0
<b><u>Other Adjustments (with no service impacts)</u></b>		
Increase Cost: Group Insurance Adjustment	376,800	0.0
Increase Cost: Retirement Adjustment	362,680	0.0
Increase Cost: Technical adjustment increased personnel costs [Transit Operations Planning and Control]	139,790	0.0
Increase Cost: Annualization of FY10 Personnel Costs	129,160	0.0
Increase Cost: Computer Aided Disptach/Automatic Vehicle Locator system maintenance [Transit Operations Planning and Control]	88,000	0.0
Technical Adj: Commuter Services Program	0	0.3
Technical Adj: Reduction in HHS Program Transportation and Recreation Mini-Trips	0	-1.7
Decrease Cost: Printing for Call N Ride booklet (one book per month) [Special Transportation Programs]	-5,480	0.0
Decrease Cost: Paper and toner purchase reduction [Administration]	-6,120	0.0
Decrease Cost: Internal printing reduction [Customer Service]	-23,570	0.0
Decrease Cost: Printing and Mail Adjustment [Administration]	-27,640	0.0
Decrease Cost: Printing schedules and other transit information [Customer Service]	-34,310	0.0
Decrease Cost: Elimination of One-Time Items Approved in FY10 [Customer Service]	-50,000	0.0
Decrease Cost: North Bethesda Transportation Management District [Commuter Services]	-59,240	0.0
Decrease Cost: Bethesda Transportation Solutions [Commuter Services]	-63,270	0.0
Decrease Cost: Occupational Medical Services Adjustment [Ride On]	-94,840	0.0
Shift: Transfer positions to Public Information Office to staff MC311 Call Center [Customer Service]	-242,420	-2.0
Decrease Cost: Master Lease Payments [Fixed Costs]	-307,300	0.0
Decrease Cost: Motor Pool Rate Adjustment [Ride On]	-364,940	0.0
Decrease Cost: Risk Management Adjustment [Ride On]	-586,250	0.0
Decrease Cost: Furlough Days	-1,577,350	-29.5
<b>FY11 RECOMMENDED:</b>	<b>101,051,430</b>	<b>766.6</b>
<b>GRANT FUND MCG</b>		
<b>FY10 ORIGINAL APPROPRIATION</b>	<b>5,488,520</b>	<b>25.2</b>
<b><u>Changes (with service impacts)</u></b>		
Eliminate: Security Transit Grant [Ride On]	-996,530	-2.4
<b><u>Other Adjustments (with no service impacts)</u></b>		
Increase Cost: Council of Governments Grant	7,590	-0.3
Increase Cost: Access to jobs	670	0.0
Decrease Cost: Taxi Service in Medicaid grants to match actuals [Special Transportation Programs]	-171,180	0.0
<b>FY11 RECOMMENDED:</b>	<b>4,329,070</b>	<b>22.5</b>

## PROGRAM SUMMARY

Program Name	FY10 Approved		FY11 Recommended	
	Expenditures	WYs	Expenditures	WYs
Special Transportation Programs	7,888,670	7.4	5,941,880	7.9
Ride On	91,461,060	780.2	85,869,900	719.0
Commuter Services	4,100,680	13.5	3,355,760	13.0
Taxi Regulation	762,760	6.8	778,170	6.8
Customer Service	1,569,520	11.7	1,287,330	8.2
Transit Parking Facility Maintenance	285,190	1.2	285,190	1.2
Transit Operations Planning and Control	1,880,140	18.1	2,224,060	18.1
Passenger Facilities	858,420	3.0	858,420	3.0
Fixed Costs	2,680,790	0.7	2,373,490	0.7
Administration	2,459,090	12.1	2,406,300	11.2
<b>Total</b>	<b>113,946,320</b>	<b>854.7</b>	<b>105,380,500</b>	<b>789.1</b>

## CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY10		FY11	
		Total\$	WYs	Total\$	WYs
<b>MASS TRANSIT</b>					
Health and Human Services	County General Fund	733,180	0.0	567,690	0.0
Recreation	Recreation	70,860	0.0	0	0.0
<b>Total</b>		<b>804,040</b>	<b>0.0</b>	<b>567,690</b>	<b>0.0</b>

## FUTURE FISCAL IMPACTS

Title	CE REC.		(\$000's)			
	FY11	FY12	FY13	FY14	FY15	FY16
This table is intended to present significant future fiscal impacts of the department's programs.						
<b>MASS TRANSIT</b>						
<b>Expenditures</b>						
<b>FY11 Recommended</b>	101,051	101,051	101,051	101,051	101,051	101,051
No inflation or compensation change is included in outyear projections.						
<b>Maryland Transit Administration Management Audit</b>	0	0	0	50	0	0
The Maryland Transit Administration Management Audit is required every four years.						
<b>Master Lease Payments</b>	0	-1,225	-1,416	-1,416	-1,416	-1,416
Lease/purchase payments for 12 gas-fueled buses, three CNG buses, five hybrid buses, and SmartTrip Fareboxes will end in FY11, FY11, FY11, and FY12, respectively.						
<b>Montgomery Mall Transit Center</b>	0	45	108	108	108	108
These figures represent the impacts on the Operating Budget (maintenance and utilities) of projects included in the FY11-16 Recommended Capital Improvements Program.						
<b>Motor Pool Rate Adjustment</b>	0	433	433	433	433	433
<b>Restore Personnel Costs</b>	0	1,577	1,577	1,577	1,577	1,577
This represents restoration of funding to remove FY11 furloughs.						
<b>Subtotal Expenditures</b>	<b>101,051</b>	<b>101,881</b>	<b>101,754</b>	<b>101,804</b>	<b>101,754</b>	<b>101,754</b>

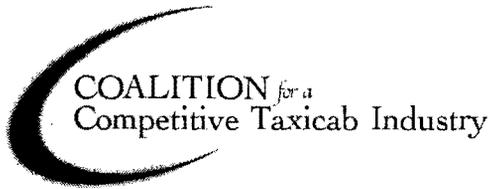
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FY11  
CE Recommended

Route	Ser	Route Description	Change Description	Annual Riders Lost	Annual Platform Hours Savings	Annual Savings (\$58.18 per hour)	FY10 Riders Per Plat Hour-Route
Late Eve	Sat	15, 17, 34, & 57	Reduce service after 900p	1,643	222.6	\$ 12,951	-
Late Eve	Sun	15 & 34	Reduce service after 900p	1,140	125.4	\$ 7,296	-
ST	Wkdy	3 Strategics	Eliminate	-	4,768.5	\$ 277,431	-
Late Eve	Wkdy	15, 17, 34, 49, 57, 61 & 83	Reduce service after 900p	17,340	1,785.0	\$ 103,851	-
98	Sat	GTC, Wisteria Dr, GTC	Eliminate service	5,915	810.9	\$ 47,178	7.3
3	Wkdy	Takoma-Dale Dr.-Silver Spring	Eliminate route	9,690	1,122.0	\$ 65,278	8.7
52	Wkdy	MGH-Olney-Rockville	Eliminate route	34,425	3,258.9	\$ 189,603	9.5
83	Sun	Germantown MARC-GTC-Waters Landing-Milestone	Eliminate service	16,006	1,636.5	\$ 95,210	9.8
43	Sat	Traville TC-Fallsgrove TC-Shady Grove-Hospital-Shady Grove	Eliminate service	14,204	1,297.4	\$ 75,485	9.9
29	Sat	Bethesda-Glen Echo-Friendship Heights	Eliminate service	10,441	925.4	\$ 53,839	10.2
31	Wkdy	Glenmont-Kemp Mill Rd.-Wheaton	Eliminate route	26,520	2,845.8	\$ 165,569	10.5
7	Wkdy	Kensington-Forest Glen-Wheaton	Restructure-reduce resources	8,951	834.4	\$ 48,543	10.7
45	Sat	Fallsgrove-Rockville Senior Center-Rockville-Twinbrook	Eliminate service	20,654	2,135.9	\$ 124,267	10.8
22	Wkdy	Hillandale-White Oak-FDA-Silver Spring	Eliminate Elton ext/Reduce freq to 20 from 15	18,054	1,212.5	\$ 70,545	11.1
32	Wkdy	Woodrock-Naval Ship R&D-Cabin John-Bethesda	Eliminate Woodrock ext	3,570	867.0	\$ 50,442	11.3
14	Sat	Takoma-Piney Branch Road-Franklin Ave.-Silver Spring	Eliminate service	12,688	1,111.4	\$ 64,662	11.4
T2	Sat	Friendship Hts, River Rd, Falls Rd, Rockville W.	Eliminate service	28,408	2,117.9	\$ 123,218	12.1
L8	Sun	Grand Pre-Bel Pre, Connecticut, Friendship Hts Station	Eliminate service	30,528	2,213.3	\$ 128,769	12.4
T2	Sun	Friendship Hts, River Rd, Falls Rd, Rockville W.	Eliminate service	29,583	2,134.1	\$ 124,161	12.5
29	Sun	Bethesda-Glen Echo-Friendship Heights	Eliminate service	11,058	749.0	\$ 43,576	13.2
83	Sat	Germantown MARC-GTC-Waters Landing-Milestone	Eliminate service	21,656	1,612.3	\$ 93,801	13.4
36	Wkdy	Potomac-Bradley Blvd.-Bethesda	Eliminate Midday only	23,205	1,785.0	\$ 103,851	14.0
23	Sat	Sibley Hospital-Brookmont-Sangamore Road-Friendship Heights	Eliminate service	20,723	1,311.8	\$ 76,318	14.2
38	Sun	Wheaton-White Flint-Montgomery Mall	Eliminate service	42,180	2,606.0	\$ 151,619	14.6
L8	Sat	Grand Pre-Bel Pre, Connecticut, Friendship Hts Station	Eliminate service	43,407	2,523.3	\$ 146,807	15.5
43	Wkdy	Traville TC-Fallsgrove TC-Shady Grove-Hospital-Shady Grove	Eliminate Fallsgrove branch/reduce freq	12,750	1,606.5	\$ 93,466	18.7
Z2	Sat	New Hampshire Ave, Colesville Rd, Silver Spring Station	Eliminate service	21,942	1,160.7	\$ 67,530	18.9
93	Wkdy	Twinbrook-HHS-Twinbrook	Reduce freq to 30	16,014	1,351.5	\$ 78,630	22.0

502,694 46,131 \$2,683,895

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April 16, 2010

The Honorable Nancy Floreen  
President  
Montgomery County Council  
100 Maryland Avenue  
Rockville, MD 20850

Dear President Floreen:

The Coalition for a Competitive Taxicab Industry (CCTI) is extremely concerned about the devastating impact that the County Executive's proposal to cut the Call 'N Ride program by **fifty percent** will have on our most vulnerable passengers who rely on this program.

In the FY10 Budget, Call 'N Ride expenditures were approximately **3%** of the total Mass Transit Budget. The proposed cut of almost \$1.8 million from the Call 'N Ride program is **24%** of the total cut of \$7.4 million from the Mass Transit Budget. This is clearly an inequitable cut.

While no one can dispute that the County is facing an unprecedented budget shortfall, both this Council and the County Executive have made it clear that a major priority is to preserve the safety net for the most vulnerable.

Call 'N Ride only serves the most vulnerable. Well over **90% of Call 'N Ride participants** are seniors or the disabled with incomes **under \$14,000 per year**. **"This program provides critical medical and other trips to those low-income seniors or disabled residents and will have dramatic impacts on their ability to travel."** These are the County Executive's own words when he proposed a similar cut in the FY08 Savings Plan.

The program allows these individuals to purchase subsidized coupon books to use for taxicab trips. Prior to the recent savings plan cuts, these individuals could purchase \$120 worth of coupons per month or 2 coupon books. In the FY10 Savings Plan, the County Executive proposed a 50% cut to the program. The Council determined that this was an excessive cut to this vital program. A cut of 25% was enacted. This allowed Call 'N Ride participants to receive one \$60 book in April and June, and two \$60 books in March and May.

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Call 'N Ride has allowed these individuals to make over 117,000 trips annually. Many of these trips are for doctor appointments, dialysis treatments or simply to buy the necessities of life. Many, if not most of these individuals, have no access to other means of transportation and do not start to have the income to pay for unsubsidized transportation.

Taxi drivers rely on this program for approximately 12% of their gross income. A cut of 50% in the program could cause a loss of drivers that could impact customer service to other County residents and visitors.

CCTI asks that the Council not approve this drastic, totally inequitable cut to this vital program that only serves the most vulnerable residents of this County.

Sincerely,

Retha Arens  
CCTI Executive Director

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# FY11 CE RECOMMENDED BUDGET

## Operating Cost of Ride On Bus Service

<u>Cost Element</u>	<u>Cost/Hour</u> <u>FY11 Dollars</u>		
	<u>Cost</u>	<u>Cumulative</u>	
Bus Operators	\$39.37	\$39.37	
Motor Pool	\$31.13	\$70.50	Rate for any new service added
Coordinators	\$3.31	\$73.82	
Other Operating Labor	\$4.20	\$78.02	
Schedule/Communications	\$3.60	\$81.62	WMATA Non-Regional Rate \$102.41
Customer Service/Safety	\$1.76	\$83.39	
Other Non-labor Oper/Mgmt Svcs/ General Administration/Other	\$4.25	\$87.64	
Indirect	\$7.87	\$95.51	
Fully Allocated Cost	\$95.51		

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<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>0</b>	<b>0.0</b>
<b>FY11 CE Recommended</b>	<b>0</b>	<b>0.0</b>

**Retiree Health Benefits Trust**

Retiree Health Benefits Trust: Beginning in FY08, the County implemented a plan to set aside funds for retiree health benefits, similar to what we have been doing for retiree pension benefits for more than 50 years. The reasons for doing this are simple: due to exponential growth in expected retiree health costs, the cost of funding these benefits, which are currently paid out as the bills come due, may soon become unaffordable. Setting aside money now and investing it in a Trust Fund, which will be invested in a similar manner as the pension fund, not only is a prudent and responsible approach, but will result in significant savings over the long term.

As a first step in addressing the future costs of retiree health benefits, County agencies developed current estimates of the costs of health benefits for current and future retirees. These estimates, made by actuarial consultants, concluded that the County's total future cost of retiree health benefits if paid out today, and in today's dollars, is \$2.6 billion – more than half the total FY09 budget for all agencies.

One approach used to address retiree health benefits funding is to determine an amount which, if set aside on an annual basis and actively invested through a trust vehicle, will build up over time and provide sufficient funds to pay future retiree health benefits. This amount, known as an Annual Required Contribution or "ARC", was calculated for County agencies last year to be \$240 million, or nearly \$190 million more than the previous annual payment for current retirees. Still too large an amount to be set aside all at once in FY08, the County chose a further approach of "ramping up" to the ARC amount over several years, with the amount set aside each year increasing steadily until the full ARC is reached. A total of \$31.9 million for all tax supported agencies was budgeted for this purpose in FY08.

For FY09, the ARC has been recalculated and is now estimated at \$250 million. This amount consists of two pieces – the annual amount the County would usually pay out for health benefits for current retirees (the pay as you go amount), plus the additional amount estimated as needed to fund retirees' future health benefits (the pre-funding portion). The pay as you go amount can be reasonably projected based on known facts about current retirees, and the pre-funding portion is estimated on an actuarial basis. For FY09, a ramp-up period of eight years was assumed, up from the five year phase-in that was planned in FY08. Because of the County's fiscal situation, tax supported funding was eliminated from the budget.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>0</b>	<b>0.0</b>
<b>FY11 CE Recommended</b>	<b>0</b>	<b>0.0</b>

**Risk Management (General Fund Portion)**

This NDA funds the General Fund contribution to the Liability and Property Coverage Self-Insurance Fund. The Self-Insurance Fund, managed by the Division of Risk Management in the Department of Finance, provides comprehensive insurance coverage to contributing agencies. Contribution levels are based on the results of an annual actuarial study. Special and Enterprise Funds, as well as outside agencies and other jurisdictions, contribute to the Self-Insurance Fund directly. A listing of these member agencies and the amounts contributed can be found in the Department of Finance, Risk Management Budget Summary.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>11,510,730</b>	<b>0.0</b>
Increase Cost: Risk Management Adjustment	5,351,160	0.0
<b>FY11 CE Recommended</b>	<b>16,861,890</b>	<b>0.0</b>

Notes: Provides for higher required contribution levels. Many factors are used to calculate annual contribution levels, such as: payroll numbers to derive worker's compensation insurance costs; operating budget and description of operations to derive general liability insurance costs; the number and type of vehicles to derive auto liability and auto physical damage costs; and property value to derive real property insurance costs.

**Rockville Parking District**

This NDA provides funding towards the redevelopment of the City of Rockville Town Center and the establishment of a parking district. The funding reflects a payment from the County to the City of Rockville for County buildings in the Town Center development and is based on the commercial square footage of County buildings.

Also included are funds to reimburse the City for the cost of library employee parking, library patron parking, and the County's capital cost contribution for the garage facility as agreed in the General Development Agreement.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>377,500</b>	<b>0.0</b>
Increase Cost: Library patron and employee parking	147,430	0.0
<b>FY11 CE Recommended</b>	<b>524,930</b>	<b>0.0</b>

### State Property Tax Services

This NDA provides for two State reimbursement programs administered by the Department of Finance: the Homeowners Reimbursement and Homestead Property Tax Program.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>166,300</b>	<b>0.0</b>
Increase Cost: Homestead Property Tax Credit	37,080	0.0
Increase Cost: Homeowners' Property Tax Credit	2,380	0.0
<b>FY11 CE Recommended</b>	<b>205,760</b>	<b>0.0</b>

Notes: Cost increase in the State Administrative Fee the County is mandated to pay per State Bill § 9-105 to administer the Homestead Tax Credit Program.

### State Positions Supplement

This NDA provides for the County supplement to State salaries and fringe benefits for secretarial assistance for the resident judges of the Maryland Appellate Court and for certain employees in the Office of Child Care Licensing and Regulation in the Maryland State Department of Human Resources.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>100,940</b>	<b>0.0</b>
Increase Cost: Supplement for New Secretary	20,940	0.0
Increase Cost: Retirement Adjustment	11,680	0.0
Increase Cost: State Position Supplement	4,070	0.0
Increase Cost: Group Insurance Adjustment	2,200	0.0
Decrease Cost: Annualization of FY10 Personnel Costs	-30	0.0
Decrease Cost: Furlough Days	-12,320	0.0
<b>FY11 CE Recommended</b>	<b>127,480</b>	<b>0.0</b>

### State Retirement Contribution

This NDA provides for the County's payment of two items to the State Retirement System:

- Maryland State Retirement System: Unfunded accrued liability, as established by the Maryland State Retirement System (MSRS), for employees hired prior to July 1, 1984, who are members of the MSRS (including former Department of Social Services employees hired prior to July 1, 1984), and for those who have retired (all County employees participated in the State Retirement System until 1965.) The County contribution for this account is determined by State actuaries. Beginning in FY81, the amount due was placed on a 40-year amortization schedule.
- State Library Retirement: Accrued liability for retirement costs for three Montgomery County Public Library retirees who are receiving a State retirement benefit. These were County employees prior to 1966 who opted to stay in the State plan.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>981,480</b>	<b>0.0</b>
Increase Cost: Amortized amount owed to the State Retirement based on actuarial cost to the plan	48,880	0.0
<b>FY11 CE Recommended</b>	<b>1,030,360</b>	<b>0.0</b>

### Takoma Park Library Annual Payment

The annual amount provided in this NDA is a function of County expenditures for the Montgomery County Public Libraries (as a share of property tax-funded spending) and the City of Takoma Park's assessable base. The payment is authorized by Section 2-53 of the Montgomery County Code.

<b>FY11 Recommended Changes</b>	<b>Expenditures</b>	<b>WYs</b>
<b>FY10 Approved</b>	<b>132,830</b>	<b>0.0</b>